
Star-Spangled Banner National Historic Trail Study

DRAFT National Historic Trail Criteria Determinations

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Artwork courtesy of Fort M'Henry National Monument

An artist's depiction of the bombardment of Fort M'Henry on September 13 and 14, 1814.

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Executive Summary

The purpose of this study is to evaluate the feasibility and desirability of designating the routes used by the British and Americans during the Chesapeake Campaign of the War of 1812 as a National Historic Trail (NHT) under the study provisions of the National Trails System Act (Public Law 90-543, 16 USC 1241, et seq.). This report is intended to provide information necessary for the evaluation of national significance and the potential designation of a NHT. This is not a definitive trail guide or management plan.

The proposed NHT would commemorate the Chesapeake Campaign of the War of 1812, which includes the British invasion of Washington, DC and its associated feints, and the Battle for Baltimore in summer 1814. Eight potential land and water trail segments trace the historic routes of the British and American forces and the battles that inspired the writing of the poem that became the national anthem. The routes taken by President Madison and the First Lady when fleeing Washington, the route to move important national documents to safety, and the route taken by the American forces to defend Baltimore are also studied and analyzed.

The history, background, integrity, and national significance of the proposed Star-Spangled Banner National Historic Trail have been researched and analyzed. The criteria for national trails, set forth in the National Trails Systems Act, have been applied.

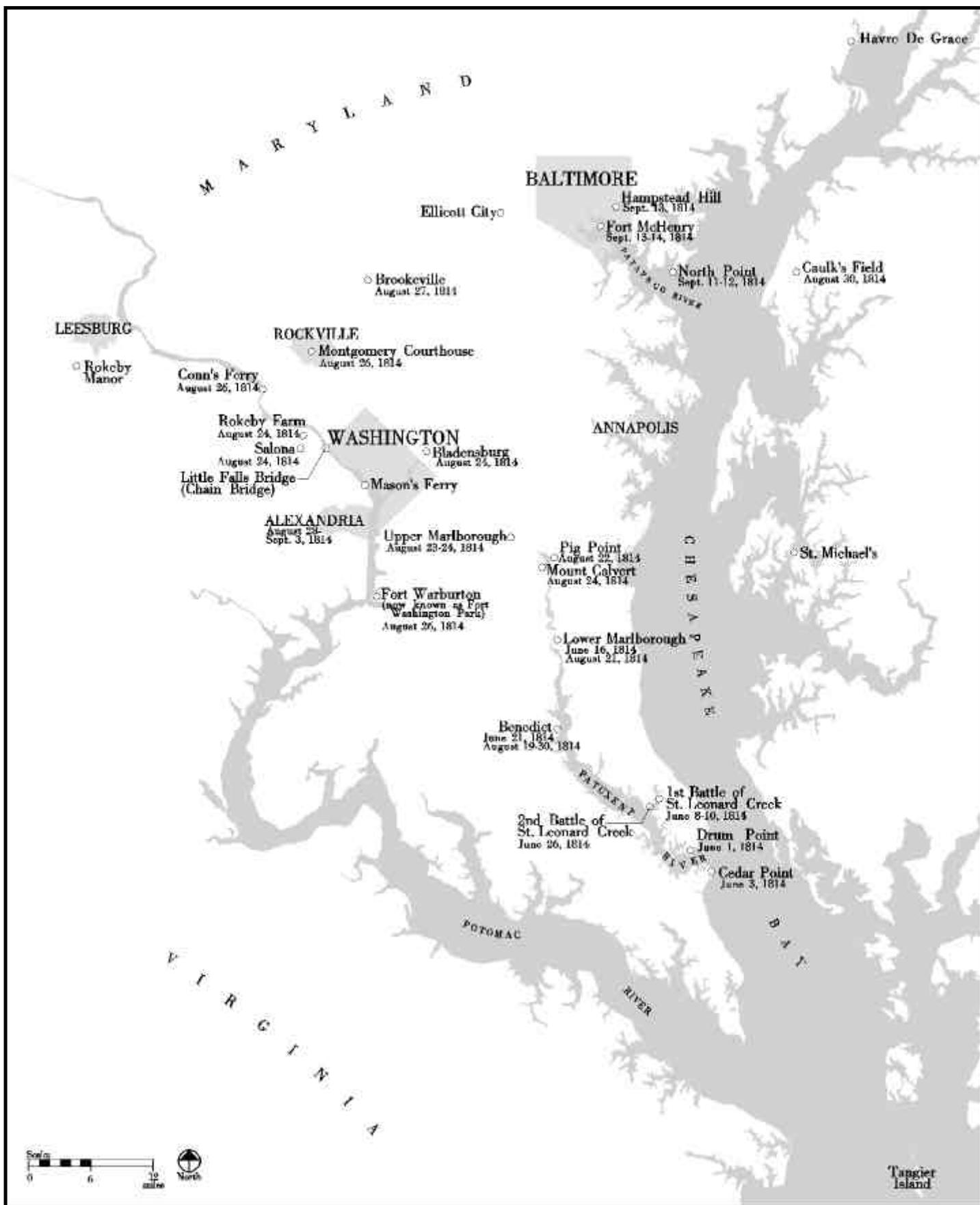
Based on Criterion One for National Historic Trails, five of the eight studied trail segments are found to retain integrity sufficient to result in a recommendation for their designation as a national historic trail. The proposed trail had a historic use and is significant as a result of that use. The proposed trail would include both the water and terrestrial routes that were strategically chosen by the British military as a means of reaching the nation's capital and the City of Baltimore. The 1814 route segments survive and are widely known and documented as the route of the Chesapeake Campaign. The impacts of this invasion were long lasting and the effects on American culture are still evident and meaningful.

Based on Criterion Two, the proposed NHT is found to be nationally significant. The War of 1812 in general and the Chesapeake Campaign of 1814 had long-lasting and far-reaching effects on the United States. Several themes emerged that had broad and lasting impact on American culture, including the test of democracy, the role of slaves and civilians, the formation of a national identity, and the importance of a military defense. During the campaign, other events occurred that are significant to the United States' national heritage, particularly the writing of the poem commemorating a key battle, the Battle for Baltimore. The poem celebrated the flag that became known as the Star-Spangled Banner and led to the flag's establishment as an American icon. The words to the poem became the national anthem in 1931.

Based on Criterion Three, the proposed NHT has significant potential for public recreational use and historical interpretation, as well as aesthetic appeal and patriotic appreciation. This study concludes that the five trail segments that meet Criterion Two also present high potential for public use and enjoyment. These trail segments cross many natural and cultural landscapes that retain integrity, including the Chesapeake Bay, and the Potomac and Patuxent Rivers. There is an opportunity for interpretation both from the water and from the scenic, and substantially protected, shoreline. A number of museums, parks, and historic sites protect resources and provide public access and interpretation of the War of 1812 and related historic themes.

The study team recommends that five of the eight studied trail segments fully meet the criteria for National Historic Trails and that designation should be pursued.

Map 1: Overview of the Chesapeake Region and Events of the Chesapeake Campaign



1.0 Introduction

1.1 Background

The purpose of this study is to evaluate the proposed Star Spangled Banner National Historic Trail (NHT) against criteria for national trail designation as established in the National Trails System Act (PL 90-543; 16 USC 1241 et seq.). This information is provided to the National Park Service Advisory Board, the public, and ultimately Congress.

The proposed NHT would commemorate the Chesapeake Campaign of the War of 1812, which includes the British invasion of Washington, DC and related diversionary feints, and the Battle for Baltimore in summer 1814. The route of the invasion is known and documented, and the proposed trail would follow it. Map 1 shows the overall study area.

During the campaign, other events occurred that are significant to the United States' national heritage, particularly the writing of the poem commemorating a key battle. The poem celebrated the flag that became known as the Star-Spangled Banner and led to its establishment as an American icon. The words of the poem became the national anthem in 1931.

This report is intended to provide information necessary to the assessment of the historic campaign route for its national significance and potential as a NHT. It is not a definitive trail guide or management plan.

Providing protection, public access and interpretation of the historic route and its resources has been a growing focus of both public and private initiatives in recent years, as the bicentennial of the War of 1812 approaches. In Maryland, a grass-roots initiative was undertaken to raise public awareness of the important events that occurred in the Chesapeake region during the War of 1812. Historians and regional groups, represented by the Maryland Statewide War of 1812 Initiative, recognized the untold stories and legacy of the events of the Chesapeake Campaign and the need for protection and interpretation of these historical resources.

In 1999, Senator Paul Sarbanes and Representative Benjamin Cardin recognized these efforts and introduced legislation: the Star-Spangled Banner National Historic Trail Study Act of 1999 (Public Law 106-135). The study was authorized as an amendment to the

National Trails System Act. Congress directed the Secretary of the Interior to study the route of the British invasion of Maryland and Washington, DC and of the American defense during the War of 1812.

In a separate authorization, Congress directed the National Park Service (NPS) to study Revolutionary War and War of 1812 resources nationwide. The NPS American Battlefields Protection Program joined with the Maryland Tourism Development Board and the Maryland Historical Trust in 2000 to launch a pilot project to identify and assess Maryland War of 1812 resources. That study resulted in an inventory of 336 War of 1812 sites, including battlefields, skirmishes, and other war-related resources in Maryland. The complete inventory also served as a foundation for this NHT study.

In a separate initiative, the Statewide Partnership for the War of 1812 designated a "Star-Spangled Banner Trail and Sites Network" as part of the Maryland Destinations program. Aimed primarily at tourism development and economic development, the state's assessment is cognizant of, but not bounded by, the requirements of the National Trails System Act.

1.2 The National Trails System

The National Trails System Act institutes a national system of recreation, scenic and historic trails. National historic trails are extended trails marking prominent past routes of travel, typically used for exploration, migration or military purposes.

National historic trails must be nationally and historically significant. They generally consist of remnant sites and trail segments, and are not necessarily continuous. Their purpose is to identify, preserve, and offer interpretive opportunities to the public. The proposed trail also would commemorate and interpret political and social stories, including the changing role of the federal government, the growing controversy over American slavery, the country's ongoing struggle for independence and unity, and the celebration of the flag that became known as the Star-Spangled Banner.

Figure 1: Chronology of the War of 1812, 1807-1815

22 June 1807:	Chesapeake Affair
4 October 1807:	Gin Riot, Hampstead Hill, Baltimore, Maryland
18 June 1812:	War declared on England
13 October 1812:	Battle of Queenston Heights, Ontario, Canada
27 April 1813:	Americans capture York (now Toronto, Canada)
29 April 1813:	Skirmish of Elkton, Cecil County, Maryland
29 April 1813:	Skirmish of Frenchtown, Cecil County, Maryland
3 May 1813:	Skirmish of Havre de Grace, Harford County, Maryland
5 May 1813:	Skirmish of Fredericktown and Georgetown, Cecil and Kent Counties, Maryland
10 August 1813:	Battle of St. Michaels, Talbot County, Maryland
13 August 1813:	Repulsed raid of Queenstown, Queen Anne's County, Maryland
26 August 1813:	Skirmish of St. Michaels, Talbot County, Maryland
10 September 1813:	Oliver H. Perry's victory on Lake Erie
June 1814:	Raid of Graham Landing, Calvert County, Maryland
1 June 1814:	Raid of St. Jerome's Creek, St. Mary's County, Maryland
3 June 1814:	Battle of Cedar Pt., St. Mary's County, Maryland
8-10 June 1814:	First Battle of St. Leonard Creek, Calvert County, Maryland
9 June 1814:	Raid of Rousby Hall, Calvert County, Maryland
10 June 1814:	Raid of Sotterley, St. Mary's County, Maryland
12 June 1814:	Raid of Broomes Island, Calvert County, Maryland
14 June 1814:	Raid of Sotterley, St. Mary's County, Maryland
16 June 1814:	Skirmish of Hall's Creek, Calvert County, Maryland
16 June 1814:	Raid of Lower Marlborough, Calvert County, Maryland
17 June 1814:	Raid of Magruder's Landing, Prince George's County, Maryland
18 June 1814:	Raid of Coles Landing, St. Mary's County, Maryland
18 June 1814:	Raid of Ballard's Landings (Lower Marlborough), Calvert County, Maryland
19 June 1814:	Skirmish of Benedict, Charles County, Maryland
26 June 1814:	Raid of Point Patience, Calvert County, Maryland
26 June 1814:	Second Battle of St. Leonard Creek, Calvert County, Maryland
5 July 1814:	Battle of Chippewa, Canada
25 July 1814:	Battle of Lundy's Lane, Canada
2 August 1814:	Raid of Brenton Bay, St. Mary's County, Maryland
4 August 1814:	Raid of Slaughter Creek, Dorchester County, Maryland
11-12 August 1814:	Raid of St. Mary's River, St. Mary's County, Maryland
18 August 1814:	Raid of Eastern Bay, Talbot County, Maryland
20 August 1814:	Raid of Rock Hall, Kent County, Maryland
20 August 1814:	Raid of Worton Creek, Kent County, Maryland
21 August 1814:	Nottingham occupation, Prince George's County, Maryland
22 August 1814:	Skirmish at Pig Point, Anne Arundel County, Maryland
24 August 1814:	Mt. Calvert occupation, Prince George's County, Maryland
24 August 1814:	Battle of Bladensburg, Prince George's County, Maryland
26 August 1814:	Destruction of Ft. Washington, Prince George's County, Maryland
28, 30 August 1814:	Raid of Fairlee Creek, Kent County, Maryland
28 Aug.-3 Sept. 1814:	British occupation of Alexandria, Virginia
30 August 1814:	Battle of Caulk's Field, Kent County, Maryland
Summer 1814:	Occupation of Blackstone Island, St. Mary's County, Maryland
3-6 September 1814:	White House skirmish, Fairfax County, Virginia
5 September 1814:	Indian Head skirmish, Charles County, Maryland
11 September 1814:	Battle of Plattsburg, Lake Champlain
12 or 13 Sept. 1814:	Raid of Sollers House, Sollers Point, Baltimore County, Maryland
12-15 Sept. 1814:	Battle for Baltimore
18-19 Sept. 1814:	Drum Point events, Calvert County, Maryland
19 October 1814:	Raid of Castle Haven, Dorchester County, Maryland
27 October 1814:	Tracys Landing skirmish, Anne Arundel County, Maryland
8 January 1815:	Battle of New Orleans
12 January 1815:	Raid of Lakes Cove, Dorchester County, Maryland
7 February 1815:	Skirmish of Taylor's Island, Dorchester County, Maryland
17 February 1815:	Treaty of Ghent signed by Madison at Octagon House

2.0 Historic Context

Figure 2: The American and British Lines

Courtesy of Calvert Marine Museum

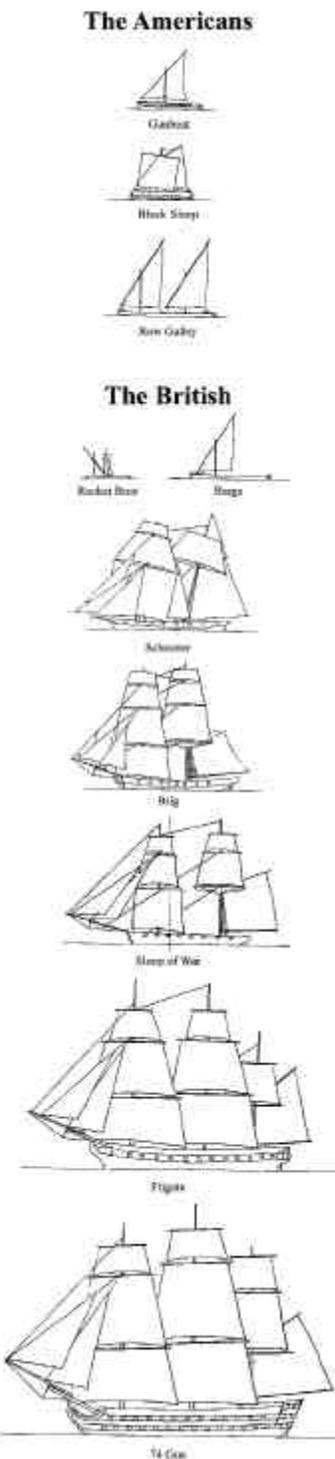


Figure 2 depicts the disparity between the American fleet defending the Chesapeake in 1814 and the invading ships of the Royal Navy.

2.1 Introduction

The Chesapeake Campaign of the War of 1812 comprised the four-month military campaign of the British during 1814, the last full year of the war. The events of the campaign are significant to American history because of their pivotal effect on the War of 1812 and their effect on far-reaching aspects of American society, including the nation's identity.

2.2 The War of 1812

The War of 1812 affected the international political framework and represents what many see as the definitive end of the American Revolution. Although 30 years had passed since the Americans had won freedom from Britain, the young nation continued to be plagued by British occupation of American territory along the Great Lakes; highly unfavorable trade restrictions; the impressments (forcing into service) of American sailors by the British; and the suspicion that the British were backing Indian raids on the frontier. It seemed that Britain continued to regard America as a set of troublesome colonies, rather than a nation of equal standing to Britain. Figure 1 reflects the chronology of war-related events.

President James Madison, embroiled in a tight campaign for re-election, acquiesced to Congressional "war hawks" from the south and west and declared war on Britain in June 1812. Americans were emboldened by the commitments of the British to a war with Napoleon Bonaparte that strained the resources of the crown. There was little acknowledgement in Washington that what passed for a standing army was only about half the size of Britain's and stationed in widely scattered outposts; that the American navy totaled about 50 ships to Britain's more than 850; that coastal defense infrastructure was limited at best; and that there was no core of trained military officers to lead the poorly trained troops and militia. Figure 2 depicts the disparity between the American fleet defending the Chesapeake in 1814 and the invading ships of the Royal Navy."

Commercial and political interests in New York and New England, concerned about the potential destruction of shipping, opposed the war and in fact, supplied the British until the naval blockades were extended. Similarly, Britain saw America as an important market and supplier, and only reluctantly responded to the declaration of war.

In the summer of 1812, American troops attempted to invade and conquer Canada. The poorly planned campaign ended in defeat and the withdrawal of the Americans. However, two American frigates, the *Constitution* and the *United States*, fared better in naval battles, boosting American morale and contributing to Madison's re-election.

In response, the British gradually established and tightened a blockade of the American coast south of New York, impairing trade and undermining the American economy.

The attempts to invade Canada during the spring and summer of 1813 were somewhat more successful than the previous year's, yet these ended in stalemate. By the end of the season, the British blockade had extended north to Long Island.

In April 1814, Napoleon was overthrown, freeing some 14,000 experienced British troops to be sent to America. The British planned a three-pronged strategy: 1) to attack New York along the Hudson River and Lake Champlain in order to divide New England from the rest of the country; 2) to attack the Chesapeake region - the center of government and pro-war sentiment; and 3) to attack New Orleans in order to block and control the Mississippi River. The situation was grave: no one believed that America could defend itself against the full force of the British; the country faced insolvency due to the blockade of trade routes and the costs of the war; and in New England, opponents of "Mr. Madison's war" met in political convention to discuss secession.

Remarkably, the young nation prevailed. After a long summer in the Chesapeake region during which the British harassed citizens, burned towns and farms, and overwhelmed the scant American naval forces and militia. The British also entered and burned several public buildings in Washington, D.C., causing the President, his family and Cabinet to flee. In September, however, an all-out land and sea defense of Baltimore forced the withdrawal of the British from the Chesapeake region. The same month, the British fleet in Lake Champlain was destroyed, leading to the British retreat into Canada. This defeat convinced the British to agree to a peace treaty, known as the Treaty of Ghent, with very few conditions. In January 1815, with neither side

The Chesapeake Bay region was a center of trade, commerce and government during the eighteenth and nineteenth centuries. As such, it became a target of British military strategy during the War of 1812. With most of the regular U.S. Army on the Canadian border, the defense of the Chesapeake and the capital fell largely to poorly trained and inexperienced militia.

aware that the treaty had been signed the previous month, the British decisively lost the Battle of New Orleans. David had defeated Goliath.

2.3 The Chesapeake Bay Region

The Chesapeake Bay region was a center of trade, commerce and government during the eighteenth and nineteenth centuries. As such, it became a target of British military strategy during the War of 1812.

Prior to the British blockades in 1813 the Chesapeake region played an important role in international trade, shipbuilding and maritime-related commerce. In addition, the excellent soil, favorable climate and extensive navigable waters were the foundation of an agricultural and slave economy based on tobacco. Map 2 illustrates the nature of this pattern of development along one tributary of the bay - the Patuxent River. This river became a primary route of the British invasion.

Shipbuilding, maritime-related commerce and trade contributed to the growth of such hubs as Baltimore, Maryland, a major deep-water port. Free blacks established themselves in the Baltimore area and enslaved Africans also were brought there, often in exchange for tobacco. With a growing population and the second largest number of blacks in the country, Maryland found itself torn between the slave-based economy and the free states to the north.

The growing City of Baltimore also developed an international reputation as a nest of pirates. These pirates were perfectly legal: they operated privateers, private vessels licensed to attack enemy ships. Many privateers were built in Baltimore shipyards and, because of their significant presence, the British viewed them - and the city - as a military threat.

The Chesapeake region was well established as the political and governmental center of the country. English settlers in the region exercised an unusual amount of political power before and after the Revolution. The region was selected for the nation's capital, which was relocated to Washington, DC in 1800. The Chesapeake region was viewed by the British as the central hub of decision-making, political power and belligerence.

2.4 Overview of the Chesapeake Campaign

The Chesapeake Campaign represents the only time in American history when the nation's capital was invaded by a foreign power. The campaign comprises two military initiatives led

by British Rear Admiral Sir George Cockburn during the summer of 1814: the British invasion of Washington, DC and its associated feints, and the Battle for Baltimore. With most of the regular U.S. Army on the Canadian border, the defense of the Chesapeake and the capital fell largely to poorly trained and inexperienced militia. Map 2 shows the events of the Chesapeake Campaign as well as the timeline of events of the War of 1812.

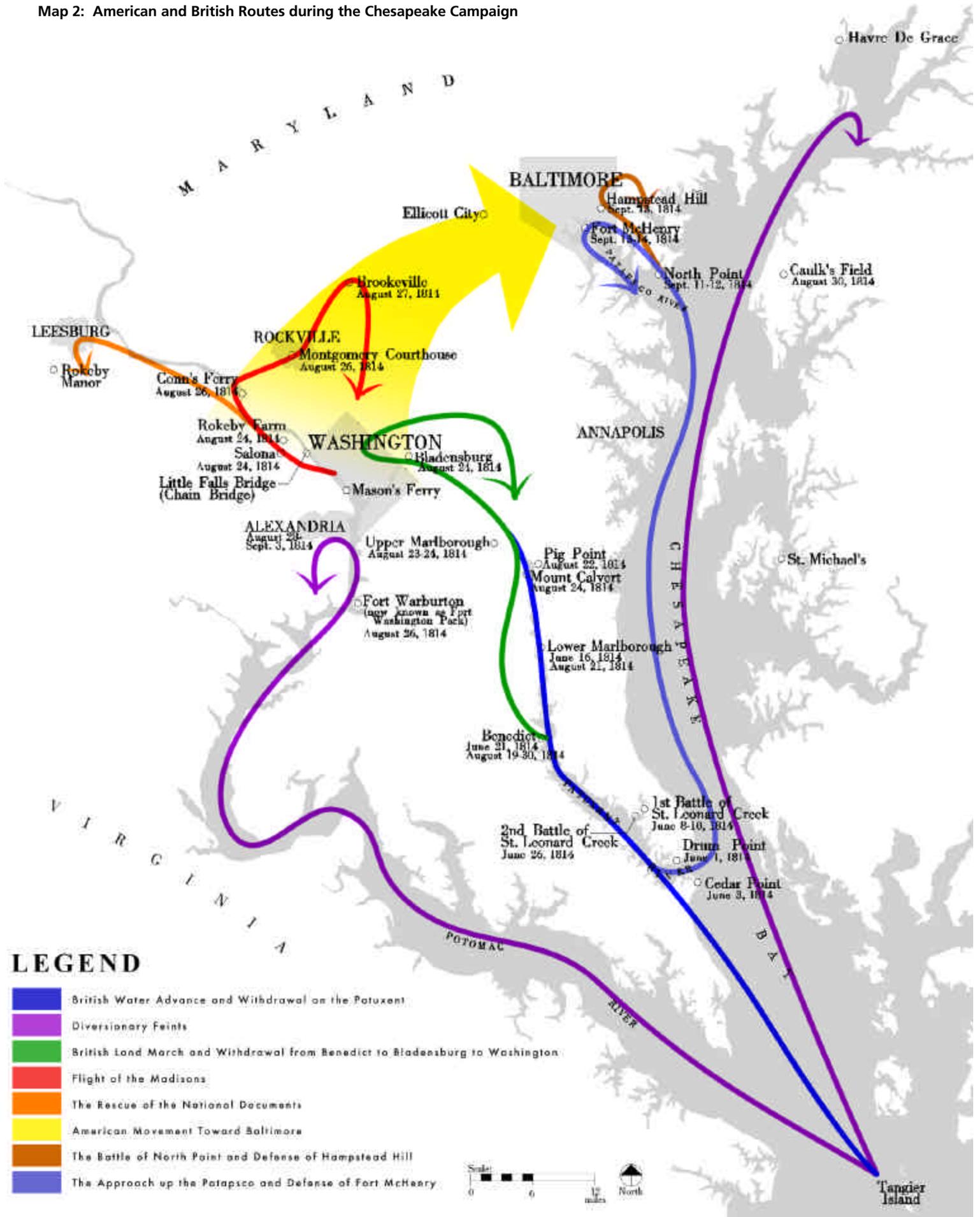
The Assault on Washington, DC

British Rear Admiral Cockburn conceived a plan that would involve a siege of the capital (in retribution for the burning of York [now Toronto] by the Americans the previous year), and a subsequent attack on Baltimore. Cockburn outlined the British plan to capture Washington in 1814: Vice Admiral Sir Alexander Cochrane would command the naval forces and Major General Robert Ross would command the land forces. Cockburn convinced Cochrane and Ross to first advance on Washington in order to catch the government and military off guard. They believed that if Baltimore were the first target, the government in Washington would have ample time to establish a defense.

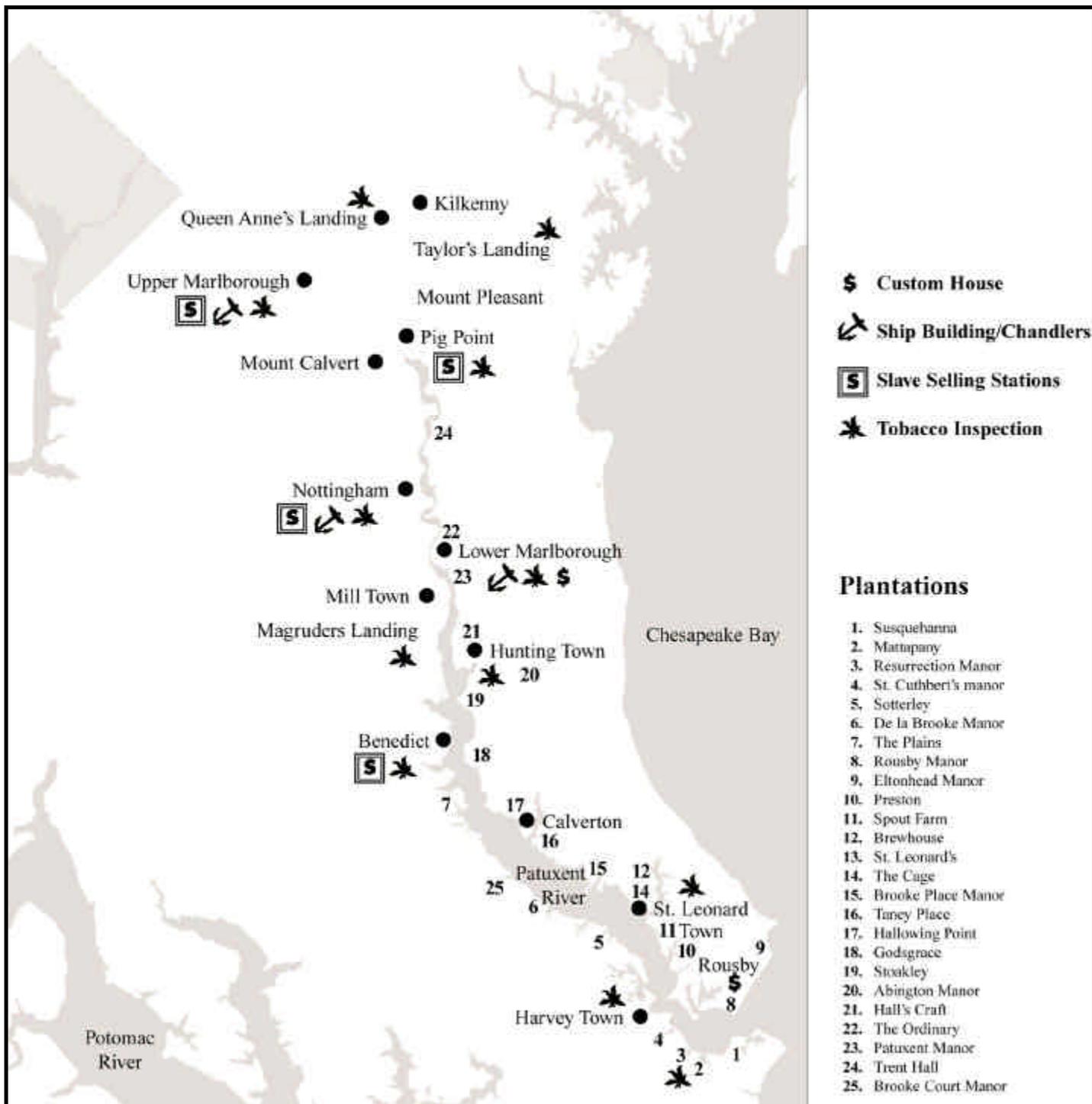
The Americans however, underestimated the threat and believed that the British were headed first for Baltimore, a major port for privateers, and underestimated the threat to Washington. Thus the American Secretary of War felt it unnecessary to defend the capital.

American Commodore Joshua Barney and the United States Chesapeake Flotilla sailed south from Baltimore to engage the British at their naval base on Tangier Island, but encountered superior British naval forces near the mouth of the Potomac River. After a brief engagement, referred to as the Battle of Cedar Point, Barney withdrew into the protection of St. Leonard Creek on the Patuxent River. During June 8, 9, and 10, 1814, British naval forces attacked Barney's flotilla without success. These engagements have become known as the First Battle of St. Leonard Creek. To draw Barney from his well-protected lair, the British conducted raids up and down the Patuxent River. They hit hard at civilians by impounding provisions, livestock, and tobacco; and burning property, including warehouses, plantations, and public buildings. Finally on June 26, 1814, in a coordinated land and naval attack, the Americans engaged the blockading British force. In this Second Battle of St. Leonard Creek, Barney was able to flee the creek and sail up the Patuxent. Map 3 shows the level of

Map 2: American and British Routes during the Chesapeake Campaign



Map 3: Commerce and Industry Along the Patuxent River Around 1800



Map courtesy of Calvert Marine Museum; recreated by LDR International

Map 3 shows the degree of commerce and industry along the Patuxent River around 1800. It is indicative of the type of development common throughout the Chesapeake Bay region during that time. These economic resources were the target of the British invasion and raids before and during the Chesapeake Campaign.



This non-contemporary painting from the 1890s portrays the First Battle of St. Leonard Creek.



This image portrays the British burning of the White House, following their defeat of the Americans at the Battle of Bladensburg.

Above images courtesy of Fort Mc Henry National Monument

development and commerce targeted by the British.

In July the British launched a three-pronged attack. The main thrust of the British fleet ascended the Patuxent River and landed forces at Benedict to march overland to Washington. The U.S. Chesapeake Flotilla would be used as the pretext for this movement up the Patuxent.

A smaller fleet entered the Potomac River, in part to make the Americans think that was the direction of the invasion but also to take Fort Warburton (now Fort Washington Park) and provide a water retreat route from Washington for the British land forces if needed. A second feint ascended the Chesapeake to raid the upper Bay north of Baltimore and to further confuse and divert American forces.

At the town of Benedict on the Patuxent River, the British reached the head of navigation for the larger vessels, and by August 20, more than 4,100 troops and marines disembarked to begin the march to Washington. Meanwhile, smaller British warships moved upriver to again engage Barney's flotilla. Under order of the Secretary of the U.S. Navy, Barney destroyed the flotilla at Pig Point when pressured by the British approach. Barney's men were sent to the Washington Navy Yard and participated later in the Battle of Bladensburg.

With the route to Washington largely undefended, the British easily advanced, covering the 30 miles in three days. They chose a route through the town of Bladensburg, as it offered the nearest fordable point across the eastern branch of the Potomac, now known as the Anacostia River, and would be crossable if the Americans had burned any bridges.

The Americans set up three defensive lines on the west side of the eastern branch at Bladensburg. The poorly deployed troops were routed and fled in disarray; the British proceeded into Washington. On August 24-25, the British marched down Pennsylvania Avenue and burned many of the public buildings, including the Capitol and the White House. The printing presses at The National Intelligencer building were also destroyed by the British.

Having observed the disastrous Battle of Bladensburg, President Madison and his Cabinet took the British threat seriously and fled the capital. At the White House, Dolley Madison quickly arranged to secure and remove what documents and treasures she

could, among them a portrait of President Washington. Important documents such as the Declaration of Independence and the Constitution were rushed by cart from the State Department Washington to safety in Virginia.

As the government fled the city, and exhausted American combatants straggled to Baltimore over many routes, the British land forces turned south and rejoined the fleet at Benedict. The fleet sailed down the Patuxent and then northward up the Chesapeake to begin an attack on Baltimore.

During the British return through Upper Marlboro, a few deserters began plundering nearby farms. Dr. William Beanes and other American civilians seized six or seven of the deserters and confined them to a local jail. When one escaped and informed his superiors of the arrest, a contingent of British marines returned to Upper Marlboro and arrested Beanes and the others, and held them in exchange for the rest of the British prisoners. The Americans were subsequently released except Beanes, who was considered the instigator of the incident. In violation of the existing rules of war, he was placed in confinement aboard HMS Tonnant.

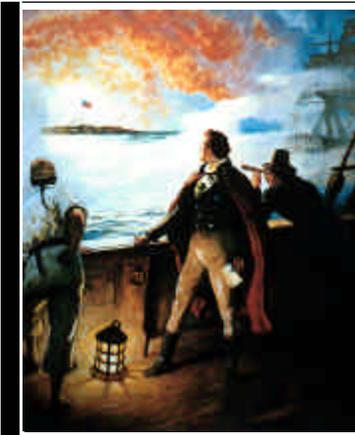
Francis Scott Key, U.S. Attorney for the District of Columbia, was urged to seek Beanes' release. Key and the U.S. Agent for Exchange of Prisoners set sail on a truce ship to meet the British fleet, and boarded HMS Tonnant under a flag of truce. The British were shown letters from wounded British soldiers left behind after the Battle of Bladensburg, giving testimony to the kindness and treatment given them by U.S. hands. This so moved General Ross, who had ordered the arrest of Beanes, that he suggested to Cochrane that Beanes be released after the planned attack on Baltimore.

The Battle for Baltimore

As events unfolded in Bladensburg and Washington, Baltimore's citizens, including free blacks, worked feverishly to establish defenses there. More than a mile of earthworks stretched north from the harbor to protect the approach from the bay. Hulls were dragged from the many shipyards and sunk as barriers to navigation. A chain of masts extended across the primary entry to the inner harbor. Fort McHenry, the star-shaped fort that protected the water approach to Baltimore, was seen as the cornerstone of the American defense.

"As the last [British] vessel spread her canvas to the wind, the Americans hoisted a most splendid and superb ensign on their battery, and at the same time fired a gun of defiance."

--Midshipman Robert Barrett, HMS Hebrus



This early 20th-century painting by Nathaniel C. Wyeth depicts Francis Scott Key watching the flag raised above Fort McHenry. Key, the flag, and the poem, "The Star-Spangled Banner," have become American icons.

"At dawn on the 14th, our morning gun was fired, the flag hoisted, Yankee Doodle played, and we all appeared in full view of a formidable and mortified enemy, who calculated upon our surrender in 20 minutes after the commencement of the action."--Isaac Munroe, Baltimore Fencibles, U.S. Volunteers, September 17, 1814

Americans observed in terror as the British fleet approached Baltimore at North Point near the mouth of the Patapsco River. About 4,500 British Army troops and Royal Marines landed and began their 11-mile march to Baltimore. As the troops marched, the British naval fleet moved up the Patapsco River toward Fort McHenry and the other defenses around the harbor. The ships opened a 25-hour bombardment of the fort, but failed to force its commander, Major George Armistead, and the defenders to surrender. As the British fleet withdrew down the Patapsco, the garrison flag, now known as the Star-Spangled Banner, was raised over Fort McHenry, replacing the smaller storm flag that flew during the bombardment.

On land, after a skirmish, referred to as the Battle of North Point, that resulted in heavy British casualties including Major General Robert Ross, the British troops reached the Baltimoreans' impressive defensive earthworks, manned by 15,000. Hearing of the failure to take Fort McHenry, the British prudently decided to withdraw. With this defensive victory for the Americans, the Chesapeake Campaign essentially ended.

Beanes and Key had witnessed the bombardment of Fort McHenry from onboard the truce vessel. Key was so moved by the scene of the battle that he composed a poem that eventually became the national anthem. Key chose the tune, "To Anacreon in Heaven" by Ralph Tomlinson, because it was a prominent American song and he had previously adapted it to another poem.

Key and the other Americans were released as the British retreated, and that night Key worked on his draft. Handbills of the poem were quickly printed and copies distributed to every man who was at Fort McHenry during the bombardment. Key's poem was first printed on September 20 in the Baltimore Patriot and Advertiser under the title "The Defense of Fort McHenry." By the end of the year, the poem and the tune were printed across the country as a reminder of the American victory.

The proposed Star-Spangled Banner NHT had an historic use and is significant as a result of that use. The 1814 route segments survive and are widely known and documented as the route of the Chesapeake Campaign. The impacts of this invasion were long lasting and the effects on American culture are still evident and meaningful.

3.0 Eligibility and Significance Evaluation

3.1 Introduction

To qualify as a national historic trail, a trail must meet three criteria established by the National Trails System Act. The criteria are set forth in the following section along with an evaluation of how the proposed Star-Spangled Banner NHT meets all three.

Additionally, the National Trails System Act states that national historic trails should generally be "extended trails" at least 100 miles long, but historic trails of less than 100 miles are permitted. The distance of the water trail up the Patuxent is more than 80 miles, and the land route to Washington is more than 60 miles. The two feints, one on the Potomac River and one on the Chesapeake Bay, are approximately 128 miles and 80 miles respectively. The routes of the Madisons and the national documents cover more than 65 miles. The portion of the route from the lower Bay to Baltimore is over 85 miles. The Americans covered over 50 miles while retreating from Bladensburg en route to Baltimore.

3.2 National Historic Trail Criteria

Criterion 1. A proposed NHT must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing or for more pleasurable recreation.

Criterion 2. A proposed NHT must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of American Indians may be included.

Criterion 3. A proposed NHT must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreation potential not related to historic

appreciation is not sufficient justification for designation under this category.

3.3 Summary of Eligibility

The proposed trail would follow the strategic route of the British invasion and the American defense during the 1814 Chesapeake Campaign of the War of 1812, the only time in the history of the United States in which the capital was invaded by a foreign power. The trail would include the water and terrestrial components that were chosen by the British military as strategic means of reaching both the nation's capital and the city of Baltimore - the commercial center of the Chesapeake region - and related segments. The 1814 route segments survive and are widely known and documented as the route of the Chesapeake Campaign. The impacts of this invasion were long lasting and the effects on American culture are still evident and meaningful.

Criteria One and Two

The invasion route is nationally significant with respect to many broad aspects of American history, including the military, social, economic, commercial, political, and settlement history of the United States. The historic events surrounding this campaign affected many aspects of American life from the latter part of the War of 1812 to the present day. The national significance of the proposed trail is explained in detail in the following "Evaluation of National Significance" section of this report.

Although the route is directly related to historic military events, the national significance of the proposed trail is further derived from the far-reaching effects of the campaign on the development of the United States. The American victory that ended the campaign contributed to the development of an American identity and inspired a surging spirit of nationalism that had not previously existed. This spirit includes the recognition of the importance of the national flag and the writing of the poem that would later become the national anthem.

In addition, the campaign contributed to the expansion of American defenses and coastal fortifications, and the strengthening of the nation's international reputation. The young Republic and its multi-party democracy survived the challenge of a foreign invasion.

As described in Section 3.5, five of the eight route segments considered in this study have

Because much of the campaign was water-based, there is an opportunity for interpretation both from the water and from the scenic, and substantially protected, shorelines.

retained integrity sufficient to result in a recommendation for their designation as a national historic trail.

Criterion Three

The proposed NHT has significant potential for public recreational use and historical interpretation, as well as aesthetic appeal and patriotic appreciation. It passes numerous historic structures and cultural sites, including the White House, the U.S. Capitol, and Fort McHenry National Monument and Historic Shrine.

The setting of the proposed trail also enhances its appeal. Much of the proposed trail crosses cultural and natural landscapes that have a great deal of integrity, including the Chesapeake Bay and the Potomac and Patuxent Rivers and their shorelines. Because much of the campaign was water-based, there is an opportunity for interpretation both from the water and from the scenic, and substantially protected, shorelines. A number of museums, parks, and historic sites protect resources and provide public access and interpretation of the War of 1812 and related historic themes.

As described in Section 3.5, all five of the segments with integrity present high potential for public use and enjoyment.

3.4 Evaluation of National Significance:

Criterion Two

Significance statements describe the importance of a trail to U.S. heritage. They describe why the trail and its resources are unique within a broader regional, national, and international context. The proposed Star-Spangled Banner NHT is nationally significant with respect to many broad aspects of American history, including the military, social, economic, commercial, and political history of the United States.

The NPS study team and a group of independent scholars debated and documented the themes associated with the historic route and its national significance at two seminars, to which the public was invited. A draft statement of significance was developed and provided to the historians for review. The overall conclusion reached is that the historic route is nationally significant. Further review of this document by the general public and the NPS Advisory Board will provide additional input and evaluation of national significance.

Significance: The Broader Context of the War

A review of the broader context of the War of 1812 is important in establishing the overall significance of events and the framework for the Chesapeake Campaign. Important themes emerged from the events of 1812 through 1815 that resonate through American history and that are still pertinent today.

The International Political Framework

The War of 1812 represents what many see as the definitive end of the American Revolution. A new nation, widely regarded as an upstart, successfully defended itself against the largest, most powerful navy in the world during the maritime assault on Baltimore and later at the Battle of New Orleans. America's victory over Great Britain confirmed the legitimacy of the Revolution; established clear boundaries between Canada and the United States; set conditions for control of the Oregon Territory; and freed international trade from the constraints that had led to the war. America emerged from the war with an enhanced standing among the countries of the world.

A Test of Democracy

The war served as a crucial test for the Constitution and the newly established democratic government. In a bitterly divided nation, geographically influenced, partisan politics led to the decision to declare war on Great Britain. Unprepared for war, under-financed, threatened by secession and open acts of treason, the multi-party democracy narrowly survived the challenge of foreign invasion.

Myths, Stories, and Legends

During the War of 1812 and in subsequent years, the reminiscences of veteran defenders and the popular American media prompted an outgrowth of myths, stories, and legends. Foremost among these are the stories of Francis Scott Key; the identification of the flag as "The Star-Spangled Banner;" the origin of the legend Uncle Sam, based on a New England military supplier named Samuel Wilson, who was called "Uncle" and put his initials, "U.S.," on the equipment he issued; the bestowing of the name "Old Ironsides" for the indomitable U.S. Frigate Constitution; the saving of the Gilbert Stuart portrait of George Washington; and the valiant rescue of government documents which were carried out of Washington in covered carts. All of these factual events became fused with legend and myth in the realm of American folklore. The events of the campaign have taken on a legendary quality that makes them memorable for many Americans.



The Star-Spangled Banner flies high over Fort McHenry 24 hours a day by special order of the White House. It continues to evoke a special, patriotic feeling. When a star is added or if there is a new design for the flag, Fort McHenry is the first location to fly it.



An artist's depiction of former slave Charles Ball, Landsman, U.S. Chesapeake Flotilla, who fought the British during the Chesapeake Campaign and later recounted his adventures in a published narrative.

American popular sentiment celebrated and mythologized the heroes, symbols and victories of the war. This sentiment became especially prominent during the 1914 centennial observance of the War of 1812.

Significance: The 1814 Chesapeake Campaign

The Chesapeake Campaign of 1814 is significant in and of itself and represents key turning points in American social and political history. The events of the invasion contributed to the preservation of a young nation and its Constitution.

Nationalism/Patriotism

The Chesapeake Campaign fueled a nascent sense of nationalism in many Americans. Americans took tremendous pride in their victory over the British at the Battle for Baltimore. The poem "The Star-Spangled Banner," written to commemorate the victory, was set to music and rapidly circulated. The flag and the song -- later the national anthem -- came to symbolize the nation. They have retained their iconic status through the ongoing evolution of the country, and remain important national symbols in the United States and the rest of the world. It was as a result of the Chesapeake Campaign that for the first time, many Americans began to think about what it meant to be an American. After Baltimore, Americans had a moment to take stock and recognize that this significant victory and the survival of the Republic were worth celebrating.

The National Capital

The Chesapeake Campaign took aim at the seat of the American government. The British blockaded the Chesapeake and invaded Washington, not only because it was the capital, but also to take the war to the Virginia-based politicians whom the British held responsible for the war. By contrast, the northern states, largely opposed to the war, traded with and supplied the British until the naval blockade was extended.

The lack of defense of Washington, DC, the rout of the government, and the destruction of the capital were deeply embarrassing and demoralizing. This generated debate about moving the seat of government back to Philadelphia. Congress' narrow vote to keep the capital in Washington meant that the center of government would continue to be surrounded by slave states, rather than return to a northern city that had power in the anti-slavery movement. This fueled the intractable, sectional debate on the politics of slavery that loomed for many years to come.

The National Flag

Following the Chesapeake Campaign and the War of 1812, the American flag developed into a dominant national symbol. The flag flown from Fort McHenry, which came to be known as the Star-Spangled Banner as a result of Key's poem, assumed a meaning beyond local celebration. Sewn in Baltimore during the early stages of the war, this flag now represents the broad ideals and values of the nation. Today, the American flag continues to evoke a special, patriotic feeling. In times of war, when returning from overseas, during space exploration, and at sporting events or other public gatherings, the American flag continues to represent freedom, democracy, and the intangible nature of "what it means to be an American."

Slavery

The campaign exposed the military and economic vulnerability of a nation dependent on slavery. An inconsistency in leadership between those protecting the institution of slavery and those fighting to abolish it existed in the United States. The British recognized this vulnerability and took advantage of it during the Chesapeake campaign.

While the primary purpose of the American defense was to protect the country, a secondary and distracting purpose, was to defend whites against potential slave insurrections. Although the militia tried to prevent slaves from defecting, the British were successful in recruiting a number of slaves into military service. The British emancipated 4,000 slaves and used several hundred in their forces. After the war, these former slaves resettled in Canada and the West Indies.

Defense Policy

In the summer of 1814, even though British expeditionary forces threatened the region, American leaders did not adequately prepare the defense of the region, and made a series of miscalculations and poorly executed defensive measures. The Americans suffered a major defeat at Bladensburg; the government was evacuated from Washington; and the President, his family and his Cabinet were forced to flee. A number of public buildings, including the Capitol and the White House, were burned and the Secretary of War was forced to resign.

These events led to the recognition of the need for a sizable national military defense, particularly a navy and coastal fortifications. A major lesson learned on the Chesapeake was that without adequate coastal defenses, the country was open to attack and blockading that would

impair national and international trade. For the rest of the century, coastal defense dominated defense spending.

A second lesson of the campaign was that the country could not depend on militia, but needed a strong regular army. The campaign forced the young government to recognize the importance of central command and to adopt regulations that shaped the American military establishment for years to come.

Trade and Commerce

Baltimore's trade and commercial prowess made the region a target for the British invasion, affecting trade patterns and the future of Anglo-American commerce. In the first months of the war, the depredations of private armed vessels, or privateers, many from Baltimore shipyards, prompted the British Admiralty to declare the entire east coast under naval blockade. The British blockade of shipping, particularly on the Chesapeake Bay, forced the nation from its dependence on trade with foreign markets toward westward expansion to the interior of its own continent. The American victory in the campaign forced other powerful countries to recognize and respect the United States' maritime rights.

The Role of Baltimore's Civilians and Free Blacks

During the summer of 1814, the term "citizen soldier" applied to nearly every citizen of Baltimore's mercantile and maritime trades. They rallied in an uncommon unity, whether for reasons of patriotism or profit. This turn of events prompted one citizen to comment, "All hearts and hands have cordially united the common cause." Several individuals played nationally significant roles: Mary Pickersgill, a "maker of flags and pennants" was responsible for making the flag that became a national icon; Baltimore lawyer Francis Scott Key was the author of a poem that would later become the national anthem; and Joseph H. Nicholson, a local judge and militia officer, was responsible for publishing "The Star-Spangled Banner." Also, for the first time in our nation's history, the U.S. Congress authorized black enlistment in the U.S. Navy. Women, free African-Americans, and other citizens contributed to Baltimore's efforts during the War and the defense of the Chesapeake.

The Role of the First Lady

During and after the Chesapeake Campaign, Dolley Madison's actions helped define the role of the First Lady. As the British approached Washington, she exhibited great

courage and helped to save a copy of the Declaration of Independence, cabinet papers, and the Gilbert Stuart portrait of George Washington. Returning to Washington, DC soon after the fires, she re-established her Wednesday evening "drawing rooms" (receptions) that were immensely popular with politicians, diplomats, and the citizenry. She brought cheer and hope to a discouraged national government. She exerted strong influence of women over early American politics and the young nation during and after wartime.

3.5 Assessment of Trail Segments According to Criteria One and Three

The proposed Star-Spangled Banner NHT follows the route of the Chesapeake Campaign from June to September 1814. The assessment evaluates the water and land routes used by the British, the land route of the American defense, routes used by the President and First Lady, and to move important national documents to safety.

Criterion One of the National Trails System Act requires that a proposed trail follow as closely as possible the historic route. In most cases, the campaign followed roads that existed prior to 1814 and that still exist today. In a few cases, the historic route is known but cannot be followed due to modern development patterns. Thanks to journals and contemporaneous maps, a majority of the routes used during the four-month campaign are known today, and are described in detail below. There are numerous opportunities for the public to retrace the original route.

Criterion Three requires that a proposed national historic trail have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential recreational use and historical interest of the proposed Star Spangled Banner Trail are derived from many factors, including the historic integrity of the setting of the trail; the existence and integrity of historic sites linked to the campaign; and the presence of a number of partners and institutions that provide interpretation and visitor services. These are described in detail below.

For discussion and illustrative purposes, the historic routes have been divided into two categories: 1) The Assault on Washington (including the British approach up the Patuxent River, the Chesapeake Bay and Potomac River feints, the British land march from Benedict to Bladensburg to Washington and back, and the

flight of the Madisons and the national documents) and 2) The Battle for Baltimore (including the American route to Baltimore, the Battle of North Point and the defense of Hampstead Hill, and the approach up the Patapsco River and defense of Fort McHenry). A map related to each segment is referenced in each of the sections below.

The Assault on Washington

The British Water Advance and Withdrawal on the Patuxent (Map 4)

The United States Chesapeake Flotilla, under Commander Joshua Barney, sailed from Baltimore in an effort to attack the British Fort Albion at Tangier Island. The flotilla encountered superior British forces and on June 1, headed into the relative safety of the Patuxent River. When the British blockaded the mouth of the river and began to press up the Patuxent, the American flotilla sought the safety of St. Leonard Creek, which the British also quickly blockaded.

Skirmishing between the American flotilla and the British navy on June 8 to June 10, the First Battle of St. Leonard Creek, did not dislodge Barney and his flotilla. In an attempt to bring him from his well-protected lair, the British

raided towns and several vessels up and down the Patuxent, taking or burning all the hogsheads of tobacco they could find. Finally, on June 26, in a surprise dawn attack supported by American land batteries, the flotilla was able to escape from the creek and move up the Patuxent in what has been called the Second Battle of St. Leonard Creek. These two battles are the largest naval engagements to be fought in Maryland waters. Barney retreated up the river to Pig's Point, where, on orders to scuttle the flotilla to avoid capture by the British, he commanded his men to destroy the fleet.

On August 19, a 4,185-man British expeditionary force landed at Benedict to begin the march to Washington.

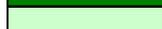
Criteria 1: The location must be sufficiently known.

As a water route, the Patuxent River trail segment retains integrity, is fully known and able to be traveled today.

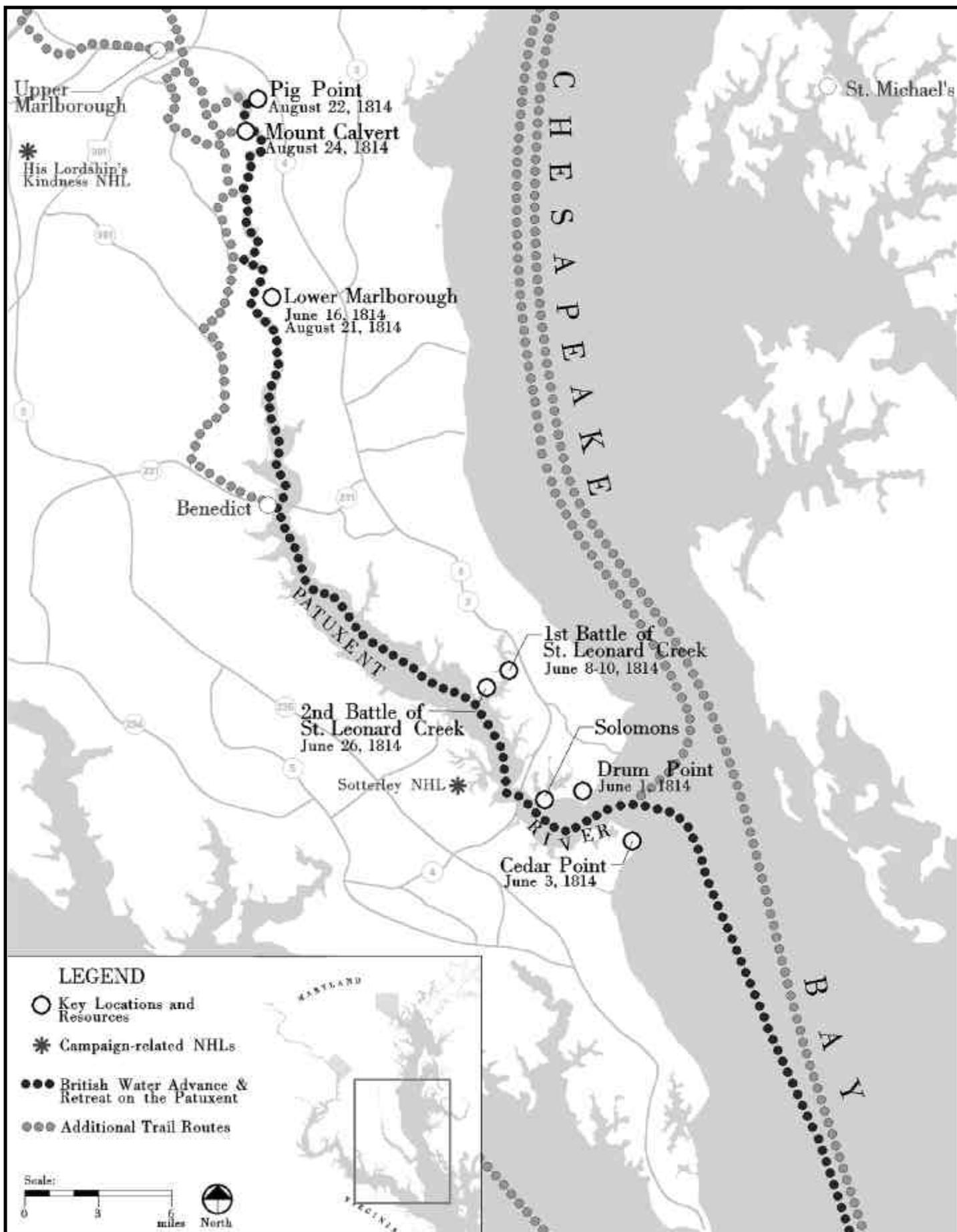
Criteria 3: The trail must have significant potential for public recreational use or historical interest.

Figure 3: Summary of Eligibility and Significance

Trail Segment	Criterion 1: The Integrity of the Route	Criterion 2: National Significance	Criterion 3: Historical Interest
The Assault on Washington			
British Water Advance & Retreat on the Patuxent	Meets the criterion	Meets the criterion	Meets the criterion
Potomac River & Chesapeake Bay Feints	Meets the criterion	Meets the criterion	Meets the criterion
British Land March and Retreat	Meets the criterion	Meets the criterion	Meets the criterion
Flight of the Madisons	Does not meet the criterion	Does not meet the criterion	Does not meet the criterion
Rescue of the National Documents	Meets the criterion	Does not meet the criterion	Does not meet the criterion
The Battle for Baltimore			
The American Movement toward Baltimore	Does not meet the criterion	Meets the criterion	Does not meet the criterion
Battle of North Point & Defense of Hampstead Hill	Meets the criterion	Meets the criterion	Meets the criterion
Approach up the Patapsco and Defense of Fort McHenry	Meets the criterion	Meets the criterion	Meets the criterion

 Meets the criterion
 Does not meet the criterion

Map 4: The British Water Advance and Withdrawal on the Patuxent





Jefferson Patterson Park and Museum is a Maryland state museum of history and archeology. The terrestrial sites associated with the Second Battle of St. Leonard Creek are part of the park.

Above image courtesy of Jefferson Patterson Park and Museum

The setting, the shoreline of the river, has maintained its integrity with a majority of the river's shoreline in a similar condition to that of 1814. The Patuxent River shoreline is largely protected, inhibiting future degradation to the landscape and viewshed.

Each of the recommended water routes has potential for submerged archeological resources, especially the upper Patuxent River above Pig Point, where the Chesapeake Flotilla was scuttled and the remains of the fleet still lie undiscovered. Two American War of 1812 gunboats have been partially studied at the headwaters of St. Leonard Creek and one American war vessel was partially studied above Pig Point. At least 12 more war vessels and several merchant vessels remain to be discovered. A cursory survey recovered musket shot and canister remains at St. Leonard Creek even though the American battery site at the mouth of the creek has not been identified.

The potential for interpretation and public use is high, with public access points along the river and several public parks and museums. Selected important resources along this segment of the proposed trail are:

- Solomons Island --located at the confluence of the Patuxent River with the Chesapeake Bay and adjacent to the historic water route, it provides several historic resources and opportunities for interpretation.
- Tangier Island--site of a British stronghold in the lower Chesapeake Bay christened by them as "Fort Albion." The British established a temporary base on the island soon after arriving in the Chesapeake Bay (April 11, 1813). A year later, they re-occupied the island (April 14, 1814) and began to develop it as a base for the Royal Navy.
- The Calvert Marine Museum --a private non-profit educational museum dedicated to the collection, preservation, research, and interpretation of the culture and natural history of Southern Maryland; it features resources from

and interpretation of the War of 1812 in the Chesapeake region.

- Historic Sotterley Plantation, a National Historic Landmark on the western shore of the Patuxent River in Hollywood, Maryland, dates to the early eighteenth century and was raided by the British during the campaign; today, depicts the way of life on a tobacco plantation.
- Jefferson Patterson Park and Museum (JPPM) is a Maryland state museum of history and archeology, operated by the Department of Housing and Community Development, with a mission to preserve, research, and interpret the diverse cultures of the Chesapeake Bay region. Located on 544 acres along the Patuxent River, JPPM contains over 70 documented archeological sites and is listed on the National Register of Historic Places. The public can learn about the archeological, agricultural, and historical resources of the area through a wide range of exhibits, educational programs, and services. The state-of-the-art Maryland Archaeological Conservation Laboratory, a visitor center, and research library are available. The terrestrial sites associated with the Second Battle of St. Leonard Creek are part of the Park.

- The Maryland State Highway Administration oversees the Maryland Scenic Byways Program. Within the program, there are three driving routes that overlap the historic routes of the proposed Star-Spangled Banner NHT. Trailblazing signs guide visitors "off the beaten path" to scenic drives that celebrate Maryland heritage and that are interpreted through tour brochures and at various public museums and venues along the way. The Calvert Maritime Tour takes a visitor on a 25-mile, self-guided trip from Benedict to Solomons to learn about the maritime, waterfront, military, and cultural history of the area. (Additional Scenic Byways are discussed with the relevant proposed trail sections.)

Finding: The finding of the study team is that this route segment fully meets the three criteria for designation as a national historic trail.



The shores of St. Leonard Creek in Calvert County Maryland

Photos by LDR International

The Diversionary Feints (Map 5)

To keep the American forces guessing as to the intent of the invading British army, two nearly simultaneous water feints were launched.

While the main contingent of the Royal Navy proceeded up the Patuxent River and landed forces at Benedict, smaller naval contingents were sent up the Potomac River and the Chesapeake Bay. The purpose of the Potomac River feint was to capture Fort Warburton (now Fort Washington Park) and provide a means of evacuation for the invading land forces should they need assistance. The purpose of the Chesapeake Bay feint was to make the Americans think that Annapolis and/or Baltimore were the British objectives, thereby pulling potential American forces away from Washington.

The Potomac feint was riddled with bad luck as the hastily prepared crews made their 120-mile passage up the winding, shoal-filled river. The ships anchored off Maryland Point on August 24, the same day that Ross and Cockburn completed their land march and burned Washington. Upon seeing the flames in Washington and believing that the goal of capturing the capital had been met, the Potomac squadron made the command decision to proceed on its own. On August 26, the squadron passed Mount Vernon and came into view of Fort Warburton, just 12 miles from Washington and 6 miles from Alexandria.

The British attempted to attack the fort but the Americans blew it up themselves as ordered by the commanding officer, leaving the capital and the City of Alexandria undefended. The British squadron arrived in Alexandria and occupied the town from August 28 through September 3. During that time, the town capitulated and provided the squadron all its tobacco, grain, cotton, and flour.

Word came from the Chesapeake Bay that Americans were building batteries along the Potomac to contest the squadron's downriver return. The British encountered American batteries at the "White House" and Indian Head but the British squadron made it safely to the open waters of the Bay by September 9 with seven warships and the booty from Alexandria.

In late August 1814, a Royal Navy squadron under the command of Captain Sir Peter Parker conducted a feint up the Chesapeake Bay to keep the Americans guessing as to where the British were going to attack and to divert forces from supporting Washington. Annapolis and Washington were both threat-

ened by this squadron though never attacked. Parker was mortally wounded during the feint at the skirmish at Caulk's Field.

Criteria 1: The location must be sufficiently known.

The route segments of the diversionary feints on the Potomac River and the Chesapeake Bay are fully known and able to be traveled today, and retain their integrity.

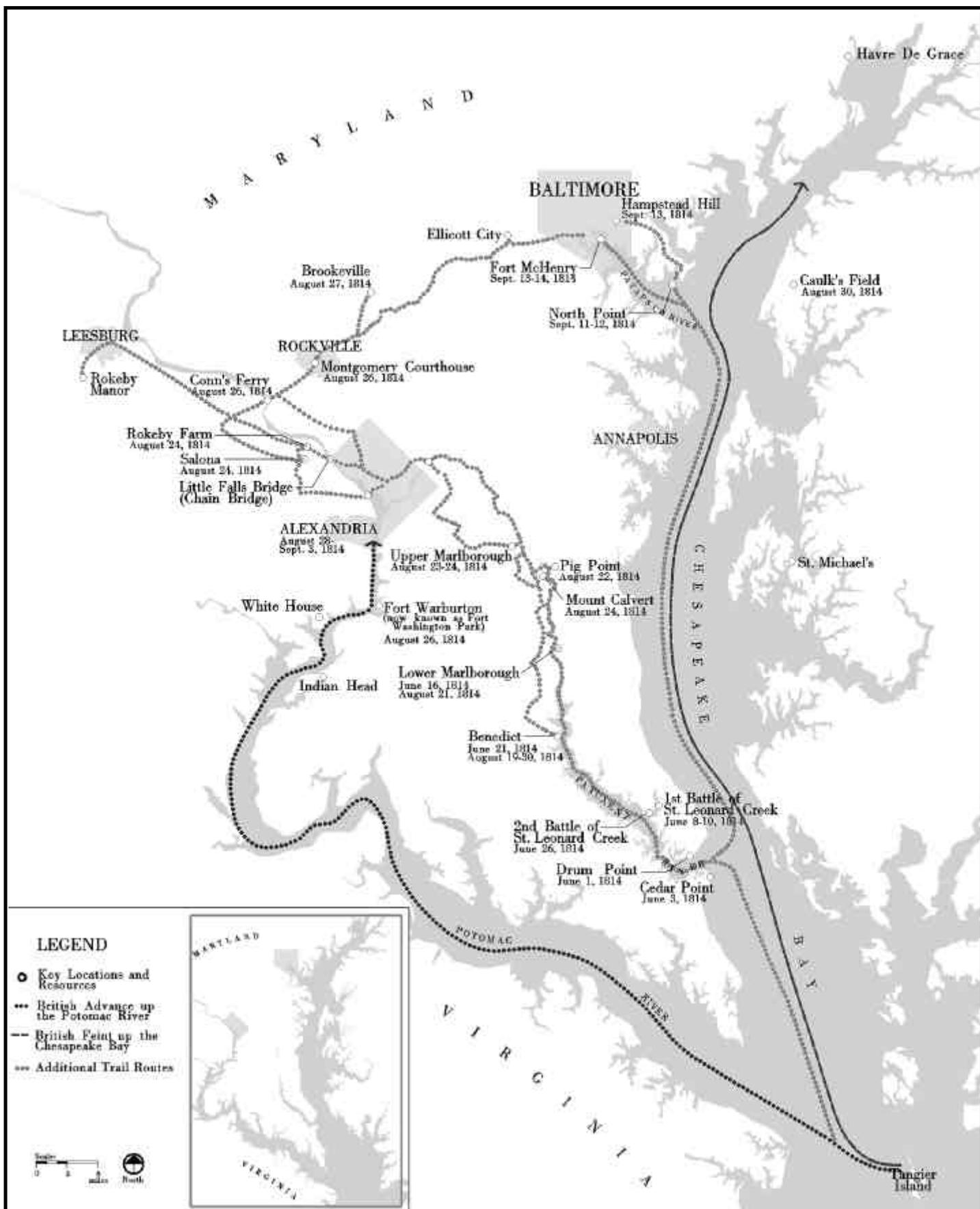
Criteria 3: The trail must have significant potential for public recreational use or historical interest.

The settings of these water routes also retain a high degree of integrity. Changes have occurred along the shores of the Potomac River and the Chesapeake Bay; yet a majority of the conditions are similar to those of 1814. The lower and middle tidal portions of the Potomac River in particular have a high degree of integrity, with riparian forests, agricultural fields, and historic homes along the banks.

The routes along the Chesapeake Bay and the Potomac River pass many historic and archeological resources including forts and structural remains. The potential for public use and historical interest is high, with a number of public parks and museums and public access points along the water. It should be noted that there is limited public access from the water directly to the related resources and portions of these waterways are difficult to navigate. Important related resources include:

- Belvoir Mansion Ruins- destroyed in a fire, the remains of this National Register of Historic Places site were shelled by the British in 1814
- Old Town Alexandria --capitulated to the British during the Potomac feint. Old Town is a National Register Historic District. Several warehouses sacked by the British still exist.
- Fort Warburton (now Fort Washington Park)- blown up by the Americans to prevent capture by the British squadron during the Potomac feint; a National Park Service site.
- Mount Welby Manor--home where Mrs. DeButts wrote letters describing the approaching British fleet and the firing of rockets
- Caulk's Field--site of battle during the Chesapeake feint that resulted in the death of Peter Parker, a promising young British officer,

Map 5: The Diversionsary Feints





Mount Calvert, a pre-1812 mansion, owned by the Maryland-National Capital Parks and Planning Commission.



A commanding view of the Patuxent River from Mount Calvert.

and boosted the American spirit before the Battle of Baltimore; the most intact 1812 battlefield in Maryland, this site is privately owned and not protected.

· The Virginia Department of Conservation and Recreation manages 2,000 acres at Mason Neck State Park along the historic route. From the park, a visitor can view the Potomac River and Chesapeake Bay landscape in much the same way an onlooker would have in 1814.

· The Maryland Department of Natural Resources' properties include Point Lookout State Park, located on the peninsula between the Chesapeake Bay and the Potomac River, with a visitor center and museum to interpret the history of the area, and Calvert Cliffs State Park, which follows the shoreline of the Chesapeake Bay and covers over 1000 acres overlooking the British water routes.

Finding: The finding of the study team is that these route segments fully meet the three criteria for designation as a national historic trail.

The British Land March from Benedict to Bladensburg to Washington, DC and their Withdrawal (Map 6)

Having landed in Benedict, the British marched on to Bladensburg via Nottingham and Upper Marlboro. Advance pickets and flanking squads ensured the safety of the main troops as they advanced inland. Shallow draft British vessels paralleled the land troops along the Patuxent River as far as Mount Calvert, providing flanking protection and quick escape for the land forces if necessary. At Mount Calvert, Rear Admiral Cockburn disembarked some of his seamen to join the land troops on their march on Washington. Just north, across the Patuxent above Pig Point, the Americans destroyed their own Chesapeake Flotilla in order to keep it out of British hands.

On August 20, Secretary of State James Monroe stood on a hill near Aquasco Mills, overlooking Benedict, reconnoitering the British fleet and troop strength. Monroe ordered dragoons, heavily armed mounted troops, to be placed every 12 miles between Aquasco Mills and Washington to expedite military-governmental communication of the British activities.

The British continued north along Croom Station Road and encamped near Upper Marlborough on their march to and during their return from Washington, August 22-23 and August 26-27, respectively. The Chesapeake flotillamen also assembled here

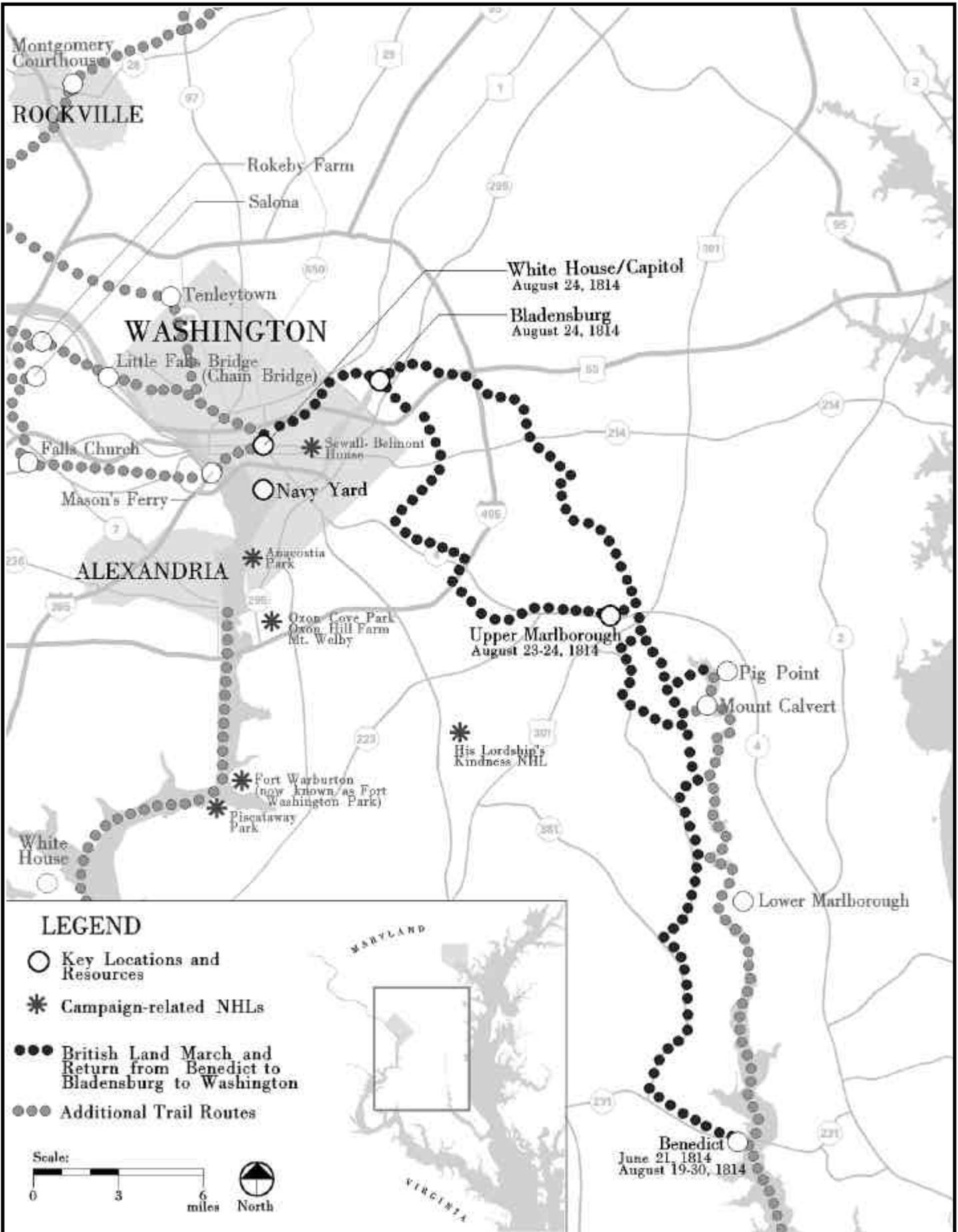
after abandoning the flotilla and marched to defend Washington and Bladensburg. As the land forces marched toward Washington from Benedict, their Commander Major General Robert Ross twice conducted feints. The first was near Bellefields, where the roads from Upper Marlborough and the Woodyard joined. It was believed that if the British advance went right (north toward Upper Marlborough), they were headed to the flotilla and possibly north to Baltimore; if they turned left (west), they were probably headed toward Fort Warburton and the capital. As the British came to this fork, at about 8:30 a.m. on August 22, they saw American horsemen and swung left to attack; the Americans withdrew toward their camp at Long Old Fields.

General Ross halted his troops and then reversed his course and marched to Upper Marlborough. This confused the Americans, who thought the British were heading west toward Fort Warburton and/or the capital via that route. As the British marched past the crossroads at Long Old Fields, only evacuated by the Americans a few hours before, Ross first marched west for a short distance, then again reversed himself and marched north toward Bladensburg. These feints so confused the Americans that the defenders of Fort Warburton blew up the fort, believing they were about to be attacked by land forces on the unprotected east side of the fort, as well as by the naval forces on the river. These maneuvers also kept the Americans guessing as to the actual approach the British would take toward Washington. As a result, the American forces were only assembled at Bladensburg at the last minute with some troops arriving after the battle began.

On August 23rd and 24th, the British and Americans camped within two miles of one another: the main British troops camped to the west of Mellwood, where Ross and other British officers invited themselves to dinner; the Americans camped two miles to the southeast of Mellwood at Woodyard, a strategic crossroad leading to the capital. This was a key location for the defending Americans, who were in position to reach the banks of either the Potomac or the Patuxent within two hours.

When the Americans learned that the British were marching to Bladensburg, they proceeded to the river crossing there. General Tobias Stansbury's Maryland men, the first to reach this objective, took up a position to the west of the bridge between the advancing British and Washington, DC.

Map 6: The British Land March and Withdrawal from Benedict to Bladensburg to Washington





The original road-cut on Fenno Road, the setting of which has changed very little since the British traversed it.



Photo by LOG International

Bladensburg, looking west toward the Anacostia River, has been altered by development. Although the route itself has integrity, in some urban areas the setting is greatly altered.

At Bladensburg, the American forces suffered from mismanagement in the placement of troops and a lack of leadership, despite the presence of President Madison and Secretary of State Monroe. The British troops crossed the river under heavy fire, causing the first two American lines to retreat. A third line, manned by Barney's flotillamen and Marines, fought courageously until they, too, were forced to flee. This opened the way for the British to continue on Bladensburg Road to Maryland Avenue into Washington on the evening of August 24, 1814. There the British burned the Capitol and then marched up Pennsylvania Avenue and burned the White House. Along the way they burned many other government buildings as well.

Returning to their ships in Benedict, the British used a slightly different route. From Bladensburg, they marched east and then south to Upper Marlborough. They then took the same route on which they had come. At Benedict, they re-embarked their ships and sailed back down the Patuxent.

Criteria 1: The location must be sufficiently known.

The British invasion route from their landing at Benedict to Washington, D.C. is clearly documented by contemporary maps and journals. A visitor can retrace this approximately 50-mile route (excluding side routes) by motor vehicle except with the exception of six deviations (two of which are minor), as outlined below. These total deviations, totaling about 12 miles, represent approximately 24 percent of the route length. Most of these deviations are in the developed northern portion of the route near Washington, while the southern rural portion of the route is largely unaffected.

Deviation 1 is located approximately 24 miles from Benedict where, partially due to a railroad line, the original route is truncated. The route near St. Thomas Chapel therefore is diverted for about 4 miles onto Croom Road to Croom Airport Road to Crain Highway (US 301) to Chew Road, instead of turning right at Old Rectory Lane and joining up with Chew Road on the opposite side of the railroad. At this point the route rejoins the original route.

Deviation 2 is a minor diversion of less than 0.5 miles where Old Marlborough Pike is truncated by Maryland Route 4, forcing the route under the Route 4 overpass before rejoining Old Marlborough Pike.

Deviation 3 is located approximately 34 miles from Benedict and is caused by the presence of Andrews Air Force Base and the Washington Beltway. The route is deviated about 2.5 miles before it again joins with Old Marlborough Pike. Ironically, every time Air Force One takes off and lands at Andrews Air Force Base it crosses the route of the British invasion.

Deviation 4 is located approximately 41 miles from Benedict in District Heights. The route is deviated about 1.25 miles before the route joins Addison Road.

Deviation 5 is a minor diversion located approximately 43.5 miles from Benedict. Martin Luther King Jr. Highway causes Addison Road to make a jog left and immediately right back onto Addison Road. This deviation is about 0.1 miles.

Deviation 6, approximately 44.3 miles from Benedict, is due to the construction of US Route 50, I-295, Maryland Route 201 and a railroad line. The route is deviated about 4.1 miles before it joins Bladensburg Road, where it rejoins the British Invasion route. The deviation, however, allows one to pass Cheverly Spring, which reputedly was used by the British to replenish their freshwater.

Criterion 3: The trail must have significant potential for public recreational use or historical interest.

The road from Benedict through Upper Marlborough retains high potential for historical interest, while other stretches of the route segment are known but not in the same condition as they were in 1814. Fenno Road, north of Nottingham, is very narrow and bordered by woodlands on both sides. Although the modern road is paved, it follows a sunken colonial road that was traveled by the British. The description by British Lieutenant George Robert Gleig in his diary matches this setting perfectly. Other portions of this route segment, especially near Bladensburg and Andrews Air Force Base, have been altered by railroad, interstate, and commercial development. Still, approximately 70% of the British invasion route retains high historical interest.

This route segment has public access and the ability to be interpreted at many points, particularly in southern Maryland and Washington, DC. Some resources on this trail segment are not currently open to the public. Other protected natural areas, such as the Wildlife Management Areas, do not offer any interpre-

tation of the War of 1812. Important related resources include:

- Mount Calvert--a pre-1812 mansion on the Patuxent River and open to the public
- Pig Point--where Patuxent Wetlands Park sits near the point at which the flotilla was scuttled
- Bellefields-- a private home where a skirmish occurred, not open to the public
- Mellwood--a publicly-owned mansion where the British camped; in need of preservation
- His Lordship's Kindness (NHL)--on an estate near the site of an American encampment; open to the public
- Dueling Grounds and Spring House at Fort Lincoln cemetery in Bladensburg--the site of the Battle of Bladensburg, the last line of defense for the Americans before the British invaded Washington; Joshua Barney was first taken to the Spring House to treat his wound after the Battle of Bladensburg; the cemetery is open to the public.
- Bladensburg Waterfront Park--a public park with a good view of the bridge site where the British crossed and attacked the first line of American defenses
- Indian Queen Tavern--a pre-1812 tavern where the British placed artillery; open to the public
- Pennsylvania Avenue National Historic District--During the British burning of the capital, the only direct street connecting one part of the city to the other; it was along this route that the British traveled from the Capitol to the White House and other government buildings; accessible to the public
- The Sewall-Belmont House--shots were fired, possibly by US Chesapeake Flotillamen, at British soldiers; consequently the house was set on fire and is the only known example of a private residence deliberately burned during British occupation; an NPS affiliated site, open to the public
- The Octagon House-- used by President James Madison as his residence for six months after the White House was burned and where he signed the Treaty of Ghent that ended the war; open to the public
- The U.S. Capitol--The Senate and the House of Representatives wings, separated by a

wooden bridge some 100 yards long was burned by the British; open to the public

- The White House--the President's Mansion, open to the public
- The White House Visitor's Center--offers interpretation of the War of 1812 and the burning of the White House; an NPS site, open to the public.
- The Washington Navy Yard (and associated structures)--location to Brig. Gen. William H. Winder and his troops retreated from Long Oldfields in the face of the British advance and where Winder conferred with President Madison, his Cabinet and Secretary of War John Armstrong; Navy Yard and bridge burned by Americans to keep them out of the enemy hands; portions open to the public
- Francis Scott Key Park --an NPS site in Georgetown that memorializes Francis Scott Key and the Star-Spangled Banner
- The Maryland National Capital Parks and Planning Commission (M-NCPPC) maintains several trail-related culturally significant resources, including Billingsley and Darnall's Chance in Upper Marlborough, property in Nottingham along the waterfront, and Bladensburg Waterfront Park. Additionally, Patuxent River Park, buffering the shores of the Patuxent River, is made up of more than 6,000 acres under M-NCPPC purview, including the Jug Bay Natural Area and Aquasco Farm properties. M-NCPPC is a bi-county agency, empowered by the State of Maryland, to acquire, develop, maintain, and administer a regional system of parks in Montgomery and Prince George's Counties in Maryland, adjacent to the District of Columbia. Several ongoing projects, sponsored by M-NCPPC, the State of Maryland, adjacent counties, and others, are underway to create a greenway along the Patuxent River.
- "The Lower Patuxent River Tour" (a Maryland Scenic Byway) is a 17-mile tour of the area surrounding the Patuxent River, from Upper Marlborough to Benedict. Much of this driving trail follows the route of the British in 1814, including their landing at Benedict and encampment in Nottingham.
- In Upper Marlborough, directly on the historic land and water routes, is the Merkle Wildlife Sanctuary, a wildlife sanctuary operated by MDDNR. The protected area includes the wildlife sanctuary and a visitor center.



A view over the Potomac River from Great Falls River Bend Park.



The Madison House in Brookeville was James Madison's last stop before returning to Washington.

Other Wildlife Management Areas (WMA) associated with the historic route segments include the Bowen WMA with 300 boat-accessible acres near Magruder's Landing, and South Marsh Island WMA, a 3000-acre island located in the Chesapeake Bay.

- The Star-Spangled Banner itself is in the collection of the Smithsonian Institution, National Museum of American History, which is conducting a three-year conservation project. The exhibit "Preserving the Star-Spangled Banner: The Flag That Inspired the National Anthem," deals with the flag's history and its conservation treatments. Visitors have the opportunity to see the conservators at work and handle a reproduction of wool bunting and 19th-century bombshell.

- This trail segment contains many other associated resources that are listed in Appendix B.

Finding: The finding of the study team is that this route segment fully meets the three criteria for designation as a national historic trail.

The Flight of the Madisons (Map 7)

With the impending danger in the capital, President Madison, his wife and his Cabinet prepared to leave Washington.

On August 24, the President and the First Lady fled Washington separately, agreeing to meet at Salona in Virginia. Dolley Madison went first to Georgetown's Dunbarton House to strategize; she then crossed the Potomac at Little Falls Bridge (Chain Bridge) and stopped at Matilda Love's house, Rokeby Farm, in Arlington (as distinguished from Rokeby Manor, Leesburg), where she spent the night. President Madison left the capital via Mason's Ferry, stopping at Minor's Hill, Wren's Tavern, and Salona. The couple continued to look for each other while traveling northwest along Old Dominion Road toward Difficult Run. The couple finally met at Wiley's Tavern on August 25.

President Madison departed the next day, heading to Montgomery Courthouse to meet Brigadier General Winder and the troops. Madison missed Winder on August 27, he and his party went on to Brookeville, traveling east on Baltimore Road until it joins modern-day Route 28 east to Georgia Avenue. President Madison, Attorney General Richard Rush, General John T. Mason, State Department Chief Clerk John Graham, their servants and a guard of 20 dragoons occupied the Caleb Bentley House. They spent the night and

returned to Washington after the British threat had abated.

Dolley Madison Escape Route

Criterion 1: The location must be sufficiently known.

While the Dolley Madison Escape Route from the White House to Wiley's Tavern is known, the exact roads used by her in all cases are not precisely known, as journal entries are few and no maps were made of her route at the time. A potential visitor can follow this approximately 27-mile route (excluding side routes) by motor vehicle, retracing this route except for one deviation. This deviation of approximately 3 miles represents approximately 11 percent of the route length. The exact route Dolley took from the White House to Dunbarton House is unknown but was probably Pennsylvania Avenue across Rock Creek and up 28th Street to Q Street. From Dunbarton she probably traveled via M Street to what today is MacArthur Boulevard, where she crossed Little Falls Bridge (Chain Bridge). From the bridge she traveled west on Georgetown Pike to Rokeby Farm where she spent the first night (August 24). The next day Dolley continued west on Georgetown Pike and then southwest on Chain Bridge Road to meet James Madison at Salona located in Lewinsville; but the Madisons missed each other. From Salona, Dolley traveled west on Old Dominion Road to Wiley's Tavern where she spent the night (August 25) and then to Minor's Hill (probably via Leesburg Pike to Little Falls Road) where she spent the next two nights (August 26 and 27) before returning to Washington.

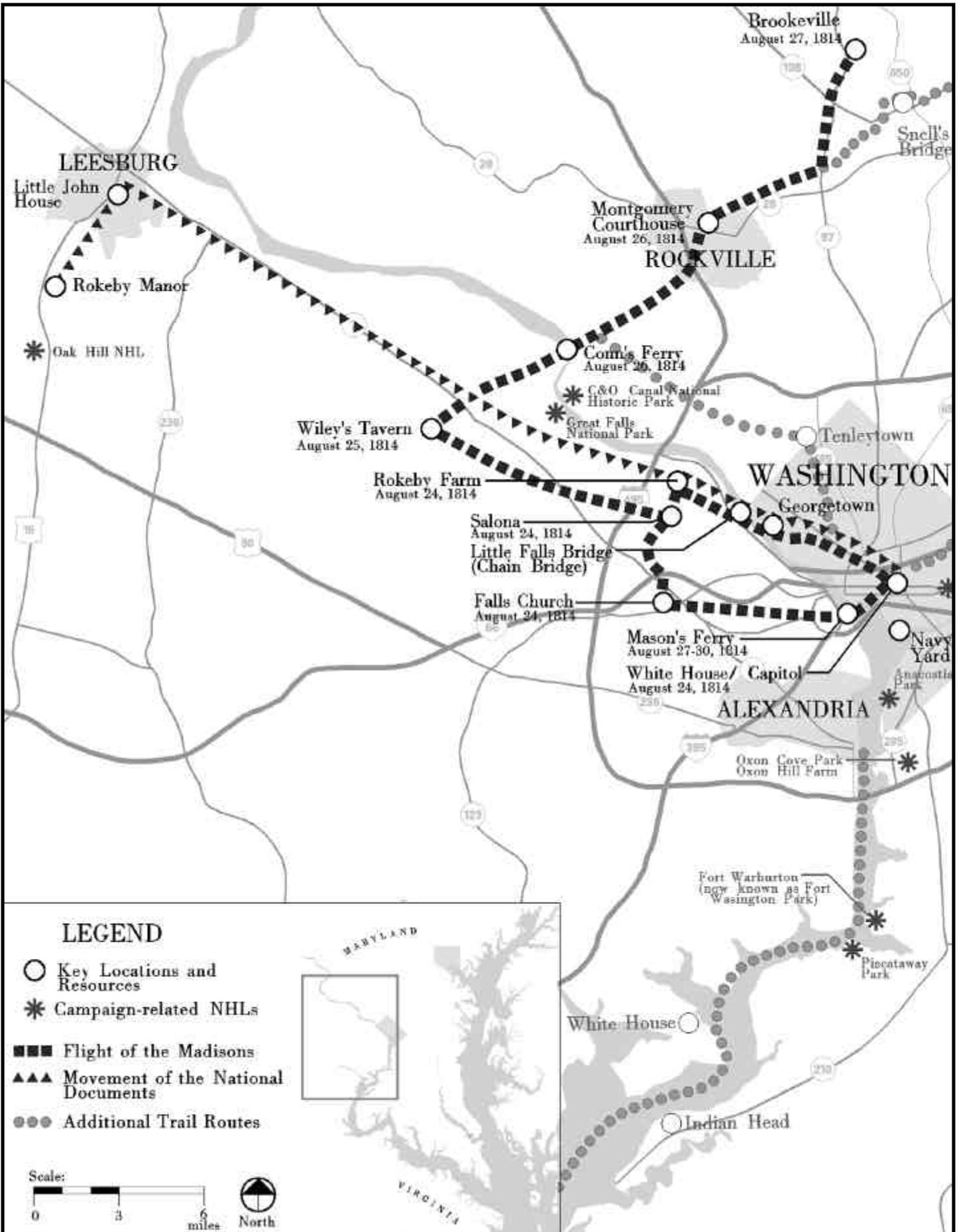
Deviation 1 is located between Chain Bridge Road (between Georgetown Pike and what today is Dolley Madison Boulevard) and Salona. Traces of the original route can be seen off Ballantra Lane.

James Madison Escape Route

Criteria 1: The location must be sufficiently known.

While the James Madison Escape Route from the White House to Brookeville is known, the exact roads used by him in all cases are not precisely known as journal entries are few and no maps were made of his route at the time. A potential visitor can follow this approximately 42-mile route (52 miles due to Conn's Ferry deviation, excluding side routes) by motor vehicle retracing this route. There are two ferry deviations totaling approximately 11.5 miles and represent approximately 22 percent

Map 7: The Flight of the Madisons and The Rescue of the National Documents





The basement vault at Rokeby Manor, a private residence where important national documents were safely stored during the burning of Washington.

of the route length. From the White House, James Madison escaped Washington by crossing the Potomac River at Mason's Ferry in Georgetown. From the Virginia side of the river, he continued southwest probably on Wilson Boulevard to Falls Church. From there he traveled northwest probably on what today is Roosevelt Boulevard which becomes Sycamore Street, which becomes Williamsburg Boulevard to Old Dominion Road west to Salona (August 24). There he continued on Old Dominion Road to Wiley's Tavern to meet Dolley (August 25). James then proceeded north across Georgetown Pike to Conn's Ferry via River Bend Road; crossed the Potomac River (morning, August 26) for the second time and continued probably via Falls Road to Montgomery Courthouse (afternoon, August 26) and then east via Norbeck Road; north on Georgia Avenue to Brookeville (arriving approximately 6 p.m. August 26 and departing back to Washington approximately noon August 27).

Deviation 1 is a less than 1-mile diversion around the Mason Ferry via Key Bridge.

Deviation 2 is an approximately 10.5-mile deviation around Conn's Ferry via I-495 (Washington Beltway) to near the Maryland side of Conn's Ferry. Use of White's Ferry near Leesburg would be even longer.

Criterion 3: The trail must have significant potential for public recreational use or historical interest.

A modern-day traveler could follow the routes of the Madisons to the extent they are known. From Georgetown to Pimmit Run and along the Potomac River to Great Falls/River Bend, the area has retained much of the 1814 character. Apart from public parks that are located along the Potomac River and sites in Georgetown, the historic resources along this trail segment are not open to the public. Long stretches between Great Falls and Brookeville generally follow the historic travel route but minimally resemble historic conditions due to highway and commercial development and heavy traffic. Therefore, there is limited interpretation potential or public access.

Important related resources include:

- Dunbarton House --Dolly Madison, accompanied by Charles Carroll, fled from the President's House to Dunbarton to meet with her husband and plan their routes of retreat, staying only until late afternoon before fleeing

across the Potomac River to the safety of Virginia, open to the public

- The Falls Church--rallying point for Minor's Militia in Virginia; Francis Scott Key was a lay reader at the church, open to the public

- Great Falls, Conn's Ferry--point of crossing over the Potomac for President Madison, accessible to the public at Great Falls River Bend Park

- Wiley's Tavern--no longer extant, the site of the tavern is currently known as Colvin Run Park

- Rokeby Farm site--where Dolley Madison spent the night of August 24, privately owned

- Salona--agreed-upon meeting spot for the Madisons after leaving Washington; but neither of the Madisons spent the night; private residence

- Brookeville--last stop for President Madison prior to his return to Washington; private residence

- Portions of C&O Canal Route Scenic Byway overlap with the C&O Canal National Historic Park and segments of the historic routes of the proposed Star-Spangled Banner NHT. The tour includes established interpretive areas and visitor centers and the C&O Canal, Georgetown, Great Falls, and Whites Ferry. The Dierssen WMA, with 40 acres between the C&O Canal and the Potomac River, is another public area in this trail segment.

Finding: The finding of the study team is that this route segment does not fully meet the three criteria for designation as a national historic trail. However, the study team encourages the States of Maryland and Virginia, local governments, and individual site owners and operators to create side trails to interpret this route.

The Rescue of the National Documents (Map 7)

The Declaration of Independence, the Constitution, and other important documents were taken by cart across the Potomac to a gristmill at Pimmit Run and then to Leesburg, Virginia. In Leesburg, the documents were stored overnight at the Littlejohn House, home of Reverend Littlejohn. In search of a safer, long-term storage place, the Reverend suggested that his friend's house, Rokeby Manor, where a fireproof vault existed, be

used. Rokeby Manor, a National Register property, is a fine example of distinguished mid-eighteenth-century Georgian architecture. The national documents were safely kept in the vault until the danger subsided.

Criteria 1: The location must be sufficiently known.

The route used to save the National documents from possible harm is generally known. A potential visitor can follow this approximately 39-mile route (excluding side routes) by motor vehicle retracing this route. There are no vehicle deviations though one must walk from the southwest end of Chain Bridge to the site of Pimmit Run mill, as no road to it exists today. The documents traveled from the State Department near the White House to Pimmit Run via Little Falls Bridge (Chain Bridge). They were then taken to downtown Leesburg to the Littlejohn House and finally to Rokeby Manor outside of Leesburg.

Criteria 3: The trail must have significant potential for public recreational use or historical interest.

Long stretches between Falls Church and Leesburg generally follow the historic travel route but minimally resemble historic conditions due to highway and commercial development and heavy traffic. Apart from public parks that are located along the Potomac River and sites in Georgetown, the historic resources along this trail segment are not open to the public. Most important related resources, such as the Littlejohn House and Rokeby Manor, are privately owned and not open to the public.

- Little Falls Mill at Pimmit Run (Chain Bridge)--point of crossing and temporary stop for the national documents when they were taken from Washington; site accessible through the C&O Canal Towpath

- Littlejohn House--temporary holding place for the national documents while in Leesburg; private residence

- Rokeby Mansion--final storage place for the national documents after they were removed from Washington; private residence

Finding: The finding of the study team is that this route segment does not fully meet the three criteria for designation as a national historic trail. However, the study team encourages the States of Maryland and

Virginia, local governments, and individual site owners and operators to create side trails to interpret this route.

The Battle for Baltimore

The American Movement Toward Baltimore (Map 8)

Following the British invasion of the capital, the American forces were in disarray. American troops were instructed to regroup on Capitol Hill, but in the confusion and panic, many troops dispersed. Other, mostly regulars, retreated from Bladensburg via Washington, DC, Georgetown, and Tenleytown to Montgomery Courthouse (present day Rockville), primarily traveling on the Georgetown-to-Frederick Road. Brigadier General William Winder unsuccessfully tried again to regroup the troops at Montgomery Courthouse, from which they departed for Baltimore via Snell's Bridge and Ellicott Mills (Ellicott City). The primary route that is known is that of Brigadier General Winder but many other routes were taken as the Americans moved from Bladensburg and other locations in Maryland toward Baltimore.

Criterion 1: The location must be sufficiently known.

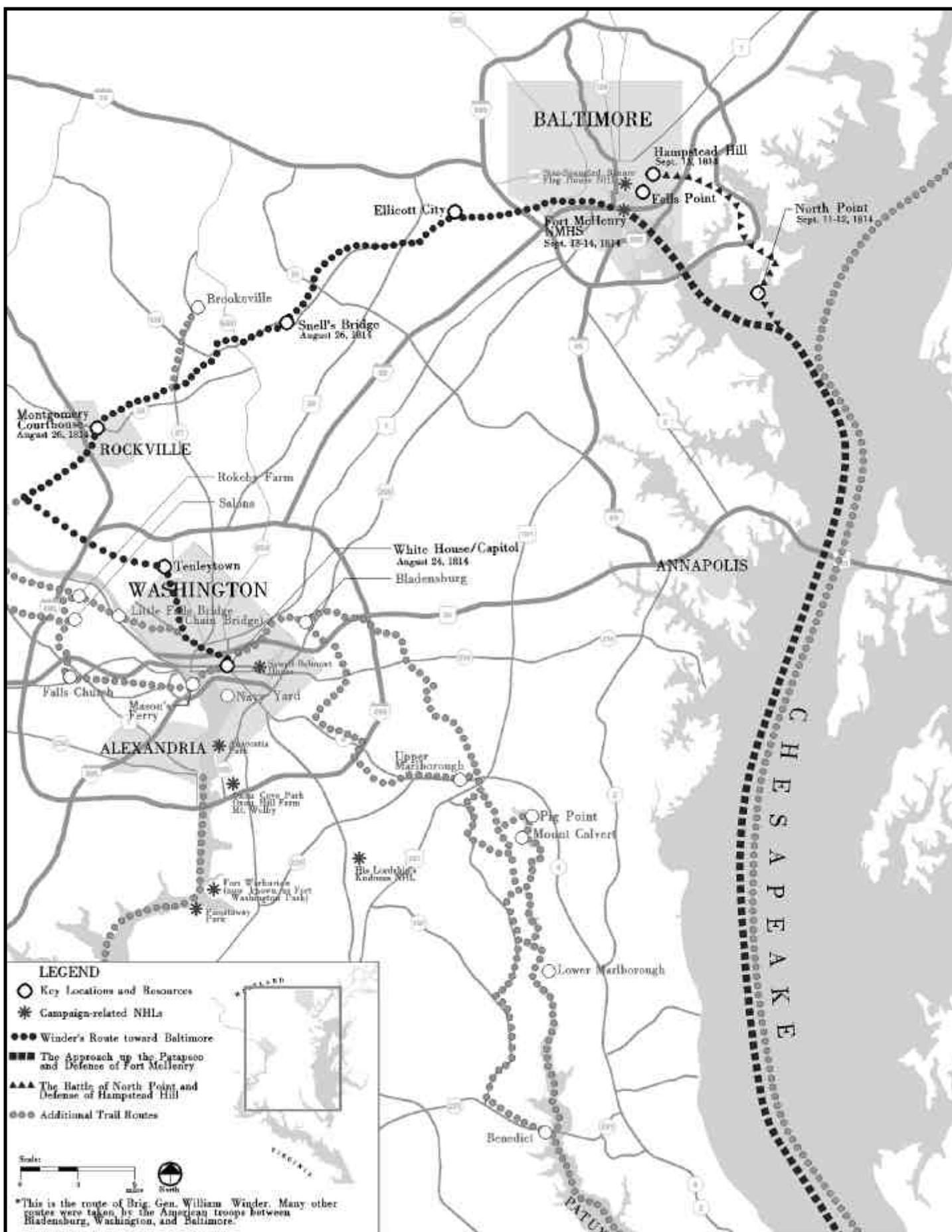
Criteria 1: The location must be sufficiently known.

American forces were so disorganized and scattered after the Battle of Bladensburg there was no single retreat route to Washington; many Americans followed Bladensburg Road to Maryland Avenue, the same route the British used to march on Washington. Other American troops took the Georgetown Road north of Washington. Still others, particularly militia, went to the safety of their homes, some as far away as Baltimore. Winder first ordered his men to rally at Capitol Hill, but after council with Monroe and Armstrong, chose the heights of Georgetown. Many troops relied on word of mouth from bystanders to find the routes used by earlier arrivals. The retreat route is not sufficiently known.

Criteria 3: The trail must have significant potential for public recreational use or historical interest.

Due to urban development and modern transportation infrastructure, the scattered nature of the retreat from Bladensburg back to Washington and Baltimore, and the fact that few historic resources are open to the public, this segment has limited potential for public recreational use or historical interest.

Map 8: The American Movement Toward Baltimore; the Battle of North Point and Defense of Hampstead Hill; and the Approach up the Patapsco and Defense of Fort McHenry





View from the Forth Howard VA Hospital, the site of the British landing of 4,500 troops at North Point.



A view from Hampstead Hill/Rodger's Bastion, now Patterson Park.

Although the exact location of the route of the Americans from Washington and Bladensburg to Baltimore is not fully known, there are several places that the troops are known to have stopped and that mark the events of the historic period, including:

- Tenleytown--site where Brigadier General William H. Winder and parts of his exhausted retreating army stopped to rest; after seeing the glare of the burning capital Winder pressed his men on to Montgomery Courthouse
- The Beall-Dawson House--the house was under construction in 1814 when the Americans camped nearby, now home of the Montgomery County Historical Society
- Brookeville Historic District--where the President and his staff met on August 26 and 27
- Montgomery County Courthouse Historic District--where Brigadier General Winder attempted to regroup his troops, the current Courthouse was built after the War of 1812
- Snell's Bridge--where the Americans camped, the site of the encampment is protected but there is currently no public access
- Ellicott's Mills Historic District (Ellicott City)--site where American forces passed after the Battle of Bladensburg on the way to defend Baltimore

Finding: The finding of the study team is that this route segment does not fully meet the three criteria for designation as a national historic trail. However, the study team encourages the States of Maryland and Virginia, local governments, and individual site owners and operators to create side trails to interpret this route.

Battle of North Point and Defense of Hampstead Hill (Map 8)

As the Americans straggled north to Baltimore, the British fleet sailed down the Patuxent and up the Chesapeake Bay and landed approximately 4,500 troops at North Point, on the southernmost tip of the Patapsco Neck Peninsula. On September 12, the British Army and Royal Marines began their 10-mile march to Baltimore, traveling on Old Log Land, now known as North Point Road. Led by Brigadier General John Stricker, the American troops mortally wounded British Major General Robert Ross in a pre-battle skirmish.

The American line of defense was located

between Bear Creek and Back River across North Point Road. The Battle of North Point, like the Battle of Bladensburg, was a British victory, with the American forces retiring to the protection of Hampstead Hill at the edge of Baltimore.

The British proceeded along North Point Road and then Philadelphia Road, where they reconnoitered the American troops positioned at Hampstead Hill. The American troops had been reinforced and were estimated to outnumber the British by three to one. Realizing the strength of the American defenses, the British attempted a flanking maneuver to the north, but were detected and repulsed by American cavalry. The British camped for the night near the American defenses, hoping that the Royal Navy's bombardment would open a water route and enable a combined attack on Baltimore. However, the bombardment of Fort McHenry and a night-time flanking maneuver by British barges were unsuccessful, causing the land forces to withdraw back to their ships at North Point. During their return march, the British burned the Todd House, an American courier station and headquarters for troops.

Criteria 1: The location must be sufficiently known.

The British invasion route from their landing at North Point to their encampment below Hampstead Hill is clearly documented. A potential visitor can follow this approximately 10-mile route (excluding side routes) by motor vehicle retracing this route except for seven deviations (three of which are very minor) as outlined below. The total deviations represent less than 1.5 miles or 13 percent of the total route length.

Deviation 1 is a minor diversion approximately 4 miles north of North Point to where North Point Road is truncated by I-695 (Baltimore Beltway), forcing the route to jog under the interstate before rejoining the original location of North Point Road. This deviation is less than 0.2 miles in length.

Deviation 2 is a minor diversion approximately 5 miles north of North Point where Old North Point Road has been realigned so it joins North Point Road perpendicularly instead of at an acute angle. This deviation is less than 0.1 miles in length.

Deviation 3 is a minor diversion approximately 6.25 miles north of North Point where Old



Fort McHenry National Monument and Historic Shrine was used as the primary defense of Baltimore in 1814.

North Point Road crosses North Point Road. As with Deviation 2, the road has been realigned so it joins North Point Road perpendicularly instead of at an acute angle. However, to rejoin Old North Point Road, one must follow a very short section of North Point Road northward thus creating a jog in the route, which in 1814 would have been straight. This deviation is less than 0.1 miles in length.

Deviation 4 is approximately 9.1 miles north of North Point where Old North Point Road is truncated by Eastern Avenue and a railroad line. Therefore the route must temporarily follow Eastern Avenue to North Point Road where Old North Point Road rejoins. This deviation is about 0.9 miles in length.

Deviation 5 is approximately 11.1 miles north of North Point where I-895 and the Erdman-Pulaski cloverleaf is located. This deviation is less than 0.2 miles in length.

Criteria 3: The trail must have significant potential for public recreational use or historical interest.

While some development has changed the southern portion of the North Point Peninsula, the views from the road are much the same as they would have been during the period of significance. More extensive development has occurred on the upper peninsula between Wise Avenue, Eastern Boulevard and Hampstead Hill, where modern roads and development interfere with existing remnants of the historic landscape.

At Hampstead Hill/Rodger's Bastion (now Patterson Park) much of the area does not resemble the conditions of 1814, although the route itself has not been compromised. Surrounding development has changed the landscape, but panoramic views from the hill to the land and water sites of the Battle for Baltimore remain and provide an excellent opportunity to interpret the British invasion of Baltimore. Two earthen circular redoubts of the main defense line along Rodger's Bastion have survived and may represent rare surviving examples of earthwork from the War of 1812 in Maryland.

Although many of the resources along this segment have public access, many are surrounded by modern development or have not been preserved. Opportunities exist for interpretation at the tip of North Point along the water and at Patterson Park, the book-ends of this 10-mile segment.

Important related resources include:

- North Point Landing--now Fort Howard VA Hospital, comprises the site of the British landing in Old Roads Bay in preparation for their unsuccessful land assault on the City of Baltimore; grounds are open to the public
- Todd House--used as an American signal/horse courier station to report British movements; the original house was burned by the British in 1814; not currently open to the public
- Shaw House site--location of the British meetings prior to the Battle of North Point, only the foundation survives; not open to the public
- Gorsuch Farmhouse site--site of American headquarters during the Battle of North Point; no longer extant
- Methodist Meeting House--site of Stricker's militia encampment before the Battle of North Point, no longer extant
- Battle Acre--Monument erected to mark the line of defense against the British at the Battle of North Point; open to the public
- Battle of North Point site--open field surrounded by development and threatened by commercial development; privately owned
- Hampstead Hill/Rodger's Bastion earthworks--currently known as Patterson Park, this public park in the City of Baltimore has rare remains of earthworks from the War of 1812 in Maryland. This is also the site of the Baltimore "Gin Riot" of 1808 and the Baltimore Riot of 1812, preludes to the War of 1812.

Finding: The finding of the study team is that this route segment does meet the three criteria for designation as a national historic trail.

Th Approach up the Patapsco and Defense of Fort McHenry (Map 8)

On September 12, as the British troops marched from North Point, the British naval fleet moved up the Patapsco River toward Fort McHenry and other defenses around the harbor. Blocked by the sunken merchant vessels, the ships opened a 25-hour bombardment of the fort, but failed to overtake the American defense. As the British retreated from the harbor, the garrison flag, now known as the Star-Spangled Banner flag,

was raised over Fort McHenry.

Onboard the HMS Tonnant Francis Scott Key witnessed the bombardment of Fort McHenry and composed the poem that eventually became the national anthem.

Criteria 1: The location must be sufficiently known.

The water route retains its integrity, is fully known and able to be traveled today via watercraft or parallel roads.

Criteria 3: The trail must have significant potential for public recreational use or historical interest.

The setting of the route is the Patapsco shoreline. Most of the shoreline between North Point and Fort McHenry is now fully developed as a modern port. However, at Fort McHenry, a visitor can imagine the approach of British forces by water and the subsequent bombardment. The star-shaped fort and earthworks evoke the feeling of the period of significance and maintain high integrity.

The potential for public use and historical enjoyment of this route segment is high, with public access to and from the water at many points. Fort McHenry National Monument and Historic Shrine is the primary interpretive resource related to this segment.

Important related resources include:

- Fort McHenry National Monument and Historic Shrine-historic fort used to defend the City of Baltimore during 1814; location where the flag that inspired the national anthem was flown; an NPS site, open to the public
- Star-Spangled Banner Flag House and Museum-site of the sewing of the original flag; now a museum open to the public
- Fells Point Historic District-site of shipyards where many privateers were built; accessible to the public
- Lazaretto Point-site of Baltimore headquarters of U.S. Chesapeake Flotilla, across from Fort McHenry; burned in 1837, today the location of private industrial uses
- Circular Battery (now Leone Riverside Park)-also known as fort Lookout, this circular naval fort was commanded by Lieutenant George Budd, U.S. Navy. The site is a public park with

a panoramic view of Fort McHenry, 2 miles to the south.

- Fort Covington- masonry fort, built in 1813, defended the Ferry branch during a British naval offensive on the night of September 13, 1814; private business operates on the site

- Fort Babcock-site of American 6-gun battery of 18-pound cannons, located west of Fort McHenry at the mouth of Ferry Branch; monument is visible to the public but a private business operates on site

Finding: The finding of the study team is that this route segment fully meets the three criteria for designation as a national historic trail.

3.6 Additional Opportunities for Public Use and Enjoyment

The NPS, through its Chesapeake Gateways partnership program authorized by Public Law 105-391, has established a network of 89 cultural, natural and recreational sites (as of 2001). The sites are eligible for grants to enhance preservation, interpretation and public use. Three of the sites currently interpret the War of 1812.

The State of Maryland Department of Business and Economic Development, Office of Tourism Development has developed a series of itineraries throughout the state to celebrate various aspects of cultural heritage. The British Invasion Route takes a visitor on a multi-day driving tour through southern Maryland to Baltimore, commemorating the War of 1812. The itinerary guides a visitor through the land portion of the British invasion, with suggested stops at museums, parks and towns along the way.

If the proposed national historic trail is designated, a future management plan could encourage additional private and multi-jurisdictional initiatives. Private landowners of trail-related resources would have the opportunity to certify sites through voluntary partnerships or cooperative agreements that have the flexibility to meet the landowner's needs while ensuring protection and appropriate public use. Certified trail properties would be non-federal historic sites, trail segments, and interpretive facilities that met the standards of the administering agency for resource preservation and public enjoyment. Areas that currently do not have high interpretation potential would be added for public use and interpretation, as they are developed for these purposes.

Appendix A: Study Team and Consultants

National Park Service Team

Philadelphia Support Office

Deirdre Gibson, Program Manager, Park Planning and Legislation

William Sharp, NPS Project Manager

Kathy Schlegel, Coordinator, American Battlefields Protection Program

Fort McHenry National Monument and Historic Shrine

Laura Joss, Superintendent

Anna von Lunz, Museum Curator

Scott Sheads, Park Ranger/Historian

Vince Vaise, Park Ranger

National Capital Region

Gary Scott, Historian

Chesapeake Bay Gateways Network

Jonathan Doherty, Project Manager

Consultants and Technical Team

LDR International, an HNTB Company

Karla Aghajanian, Project Manager and Urban Planner

Amelle Cardone, Landscape Architect and Designer

Chris Goldan, Graphic Designer

John Hall, Principal-in-Charge

Patrick Mullaly, Graphic Designer

Kipp Shrack, Project Principal

Eshelman and Associates, Inc.

Dr. Ralph Eshelman, Consulting Historian

Project Advisors

Dr. William Dudley, Director, Naval Historical Center, Washington Navy Yard

Mr. Christopher George, Editor, Journal of the War of 1812; Chair of the War of 1812 Consortium

Mr. Donald E. Graves, Ensign Heritage Group

Mr. John Haubert, Park Planning, National Park Service

Dr. Donald Hickey, Professor of History, Wayne State University

Dr. Fred Hopkins, Jr., formerly of the Department of History, University of Baltimore

Ms. Sally Johnston, Star-Spangled Banner Flag House and Museum

Dr. Andrew Lambert, Kings College, London

Mr. Anthony Pitch, Historian

Dr. Dwight T. Pitchaithley, Chief Historian, National Park Service

Dr. Stanley Quick, Historian

Mr. Robert Reyes, President, Friends of North Point Battlefield, Inc.

Mr. Donald Shomette, former Director, Chesapeake Flotilla Project

Mr. Lonn Taylor, Smithsonian Institution, National Museum of American History, Division of Social History

Dr. Joseph W.A. Whitehorne, Professor, Lord Fairfax Community College

Ms. Marilyn Zoidis, Star-Spangled Banner Project Curator, Smithsonian Institution

State of Maryland

Marci Wolff Ross, Manager of Destination Resources, Department of Business and Economic Development

Alice Cook, Destination Resource Development Specialist, Department of Business and Economic Development

Jon Dean, Graphic Design Specialist, Jefferson Patterson Park and Museum

Barbara Steward Mogel, Administrator of Exhibits, Jefferson Patterson Park and Museum

Elaine Ward, Assistant Director, Development, Department of Business and Economic Development

Michael Smolek, Director of Jefferson Patterson Park and Museum

Appendix B: Resources by Segment

RESOURCE NAME & SIGNIFICANCE		LOCATION	Currently Protected	Interpretation Potential	Public or Private Ownership	Public Access	Public Facilities (restrooms, parking, etc.)	NPS site, NHL
THE BRITISH WATER ADVANCE & WITHDRAWAL ON THE PATUXENT								
Billingsley--c. 1695 plantation on the Patuxent River	Prince George's Co., MD	✓	✓	✓	public	✓	✓	
Cedar Point--site of first naval skirmish between U.S. Chesapeake Flotilla and British	St. Mary's Co., MD	✓	✓	✓	public			
Fort Hill--American lookout and Marine encampment along St. Leonard Creek	Calvert Co., MD				private			
Huntingtown--original town site burned by the British, July 17, 1814	Calvert Co., MD		✓	✓	private			
Jefferson Patterson Park and Museum--site of Second Battle of St. Leonard Creek	Calvert Co., MD	✓	✓	✓	public	✓	✓	NR
Lower Marlborough--site of a raid and sacking by Royal Marines	Calvert Co., MD	✓	✓	✓	public/private	✓		
Mount Pleasant Landing--site of salvage operations on Chesapeake flotilla in late 1814	Prince George's Co., MD		✓	✓	private			NR
Nottingham--naval base for the Chesapeake flotilla	Prince George's Co., MD		✓	✓	public/private			
Patuxent Wetlands Park/Pig Point--site of British raid near where Cockburn watched scuttling of flotilla	Anne Arundel Co., MD	✓	✓	✓	public/private	✓	✓	
Point Lookout--at the mouth of the Potomac, used by British and local militia	St. Mary's Co., MD	✓	✓	✓	public	✓	✓	
Point Patience--site of British raid	Anne Arundel Co., MD	✓	✓	✓	public			
Spout Farm--place where Barney concealed the flotilla and ambushed a British barge	Calvert Co., MD	✓	✓	✓	private			
Solomons--site of Calvert Marine Museum with artifacts from war	Calvert Co., MD		✓	✓	private	✓	✓	
Sotterley Plantation--mustering site for U.S. Army	St. Mary's Co., MD	✓	✓	✓	private	✓	✓	NHL
St. Leonard Creek--site of two naval battles	Calvert Co., MD		✓	✓	public/private	✓	✓	
St. Leonard Town--site of flotilla base during St. Leonard Creek battles	Calvert Co., MD		✓	✓	private			
Upper Battery--site of American battery which defended the approach to St. Leonard Town	Calvert Co., MD		✓	✓	private			

RESOURCE NAME & SIGNIFICANCE		LOCATION	Currently Protected	Interpretation Potential	Public or Private Ownership	Public Access	Public Facilities (restrooms, parking, etc.)	NPS site, NHL
POTOMAC AND CHESAPEAKE BAY FEINTS								
Alexandria—occupied by British and surrendered to British during Potomac feint		Fairfax Co., VA	✓	✓	public/ private	✓	✓	NR
Caulk's Field--battle site during Chesapeake feint		Kent Co., MD		✓	private			
Elkton/Fort Defiance--site of battery that repulsed British barges		Cecil Co., MD	✓	✓	public	✓		
Fort Stoakes--site of U.S. fortifications on approach		Talbot Co., MD	✓	✓	private			
Fort Warburton (Fort Washington Park)--c. 1809 fort blown up to prevent capture by Royal Navy		Across from Mount Vernon on the Potomac	✓	✓	public	✓	✓	NR, NPS site
Indian Head--site of battery and engagement on the Potomac		Charles Co., MD		✓	public			
Oxon Hill Farm/Mount Welby--location of home where letters were found describing British fleet on the Potomac		Prince George's Co., MD	✓	✓	public	✓	✓	NR
Tangier Island--location of British naval base		Chesapeake Bay		✓	public/ private	✓	✓	
THE BRITISH LAND MARCH & WITHDRAWAL FROM BENEDICT TO BLADENSBURG TO WASHINGTON								
Addison Chapel-- 1814 church that served as a temporary British headquarters		Prince George's Co., MD	✓	✓	private	✓		NR
Aquasco Mills--site where Sec. Of State James Monroe reconnoitered the British fleet		Charles Co., MD		✓	private	✓		
Belleville--where Brig. Gen. Winder and the army came to meet the British		Prince George's Co., MD		✓	private			NR
Benedict--British landing site prior to invasion of Washington		Charles Co., MD		✓	public/ private	✓		
Bladensburg--site of the Battle of Bladensburg		Prince George's Co., MD		✓	public/ private	✓	✓	
Bladensburg Bridge--crossing point for the Anacostia River		Prince George's Co., MD		✓	public	✓		

RESOURCE NAME & SIGNIFICANCE	LOCATION	Currently Protected	Interpretation Potential	Public or Private Ownership	Public Access	Public Facilities (restrooms, parking, etc.)	NPS site, NHL
Bostwick House—used by British prisoner-of-war agent	Prince George's Co., MD	✓	✓	public			NR
Cedar Hill—site of cannonball recovery	Calvert Co., MD			private			
Columbia Foundry Site—site of Foxall's Foundry, the first and largest maker of cannons		✓	✓	public	✓		
Congressional cemetery—America's de facto national cemetery during War of 1812	Washington DC	✓	✓	private	✓		NR
Decatur House—c. 1817 home of Commander Decatur, a War of 1812 naval hero	Washington DC	✓	✓	private	✓	✓	NR
Dr. William Beanes House and Grave—site of home used as British headquarters during British occupation of Upper Marlborough	Prince George's Co., MD	✓	✓	public	✓		
Dueling Grounds—location of American second line of defense during the Battle of Bladensburg	Prince George's Co., MD	✓	✓	public	✓		
Francis Scott Key House site—site of Francis Scott Key's home	Washington DC	✓	✓	public	✓		
Francis Scott Key Park, Star-Spangled Banner Memorial—park near Key's 1803 home	Washington DC	✓	✓	public	✓		
Fort Lincoln Cemetery/Barney Monument and Spring House—site of stand by the fiftilla	Prince George's Co., MD	✓	✓	private	✓		
Greenleaf Point Arsenal site—site of federal arsenal	Washington DC		✓	public			NR
His Lordship's Kindness—1787 plantation house near British and American encampments	Prince George's Co., MD	✓	✓	public	✓		NHL
Indian Queen Tavern/Washington's House—c. 1755–1765 structure with cannonballs from Bladensburg embedded in the walls	Prince George's Co., MD	✓	✓	private			NR
Long Oldfields site—where President Madison rode out to ascertain British march on Washington	Prince George's Co., MD		✓	private	✓		
Lower Marlborough—site of British raid and sacking along the Patuxent	Prince George's Co., MD		✓	public/private	✓		
Lowndes Hill—site of American and British encampments	Prince George's Co., MD		✓	public/private			

RESOURCE NAME & SIGNIFICANCE	LOCATION	Currently Protected	Interpretation Potential	Ownership	Public Access	Public Facilities (restrooms, parking, etc.)	NPS site, NHL
Magruder House—c. 1746 house where British marched on the way to Bladensburg	Prince George's Co., MD			private			NR
Magruder's Landing—tobacco warehouse burned by the British	Prince George's Co., MD	✓	✓	public	✓	✓	
Marine Barracks and Commandants House—oldest public building in continuous use in Washington; residence for commandant	Washington DC	✓	✓	public			NR
Market Master's House—c. 1760 house in Bladensburg present during British advance	Prince George's Co., MD	✓	✓	private			NR
Mellwood—c. 1729 home where Ross and Cochrane dined	Prince George's Co., MD		✓	public/private			NR
Mount Calvert—house occupied by the British	Prince George's Co., MD	✓	✓	public	✓	✓	
National Museum of American History, Smithsonian Institution—home of the Star-Spangled Banner	Washington DC	✓	✓	public	✓	✓	
Latrobe Gate—Navy Yard—entrance to the Washington Navy Yard—survived 1814 fire at Navy Yard	Washington DC	✓	✓	public	✓	✓	NR
Marine Corps Museum—Navy Yard—contains paintings and artifacts from the War of 1812	Washington DC	✓	✓	public	✓	✓	
Navy Museum—Navy Yard	Washington DC	✓	✓	public	✓	✓	
Octagon House—where President Madison lived and signed the Treaty of Ghent after the burning of the White House	Washington DC	✓	✓	public	✓	✓	NR
Pennsylvania Avenue—where British marched from Bladensburg to burn the White House	Washington DC	✓	✓	public	✓		NR
Quarters "B"—Navy Yard—pre-1812 building in the Navy Yard	Washington DC	✓	✓	public	✓		NR
Riversdale Mansion (Calvert Mansion)—from where the "Mistress of Riversdale" watched rockets during the Battle of Bladensburg	Prince George's Co., MD	✓	✓	public	✓	✓	NR/NHL
Sewall-Belmont House—on route of British march into Washington	Washington DC	✓	✓	private	✓	✓	NR, NPS affiliate
Tingey House—Navy Yard—pre-1812 building in Navy Yard	Washington DC	✓	✓	private	✓	✓	NR

RESOURCE NAME & SIGNIFICANCE	LOCATION	Currently Protected	Interpretation Potential	Public or Private Ownership	Public Access	Public Facilities (restrooms, parking, etc.)	NPS site, NHL
Tudor Place—burning of Washington watched by Dr. William Thornton	Washington DC	✓	✓	private	✓	✓	NR
U.S. Capitol—burned by British	Washington DC	✓	✓	public	✓	✓	NR
U.S. Patent Office site—temporary meeting place for Congress when Capitol was burned	Washington DC		✓	public	✓		
Upper Marlborough—town where British and Americans camped	Prince George's Co., MD		✓	public/ private			
Washington Navy Yard—burned by Americans to keep out of enemy hands	Washington DC		✓	public	✓	✓	NR
White House (President's mansion)—burned by the British in 1814	Washington DC	✓	✓	public	✓	✓	NR
White House Visitor's Center (Sutter's Inn site)—location that British dined after burning the White House, now the visitor center	Washington DC	✓	✓	public	✓	✓	
Woodyard Encampment—site of American encampment	Prince George's Co., MD		✓	public/ private			NR
THE FLIGHT OF THE MADISONS							
Brookville—served as U.S. Capitol for a day	Montgomery Co., MD	✓	✓	private			NR
Chain Bridge—used by Dolley Madison during her escape from Washington	Washington DC		✓	public	✓		
Conn's Ferry site—ferry used by James Madison when he crossed the Potomac	Washington DC	✓	✓	Public	✓	✓	NR
Dunbarton House/Georgetown—where the First Lady attempted to meet the President after leaving the White House	Washington DC	✓	✓	private	✓		
Falls Church—rally point for Minor's Militia	Fairfax Co., VA	✓	✓	private	✓		NR
Georgetown	Washington DC		✓	public/ private	✓	✓	
Minor's Hill—site of house where Dolley Madison stayed and James Madison made a brief stop	Arlington Co., VA		✓	Public	✓		
Rokeby Farm—first night of Dolley Madison's flight	Fairfax Co., VA		✓	private			
Salona—President Madison spent the night that Washington burned in this c. 1805 home	Fairfax Co., VA		✓	private			NR

RESOURCE NAME & SIGNIFICANCE	LOCATION	Currently Protected	Interpretation Potential	Ownership	Public Access	Public Facilities (restrooms, parking, etc.)	NPS site, NHL
Wiley's Tavern site—designated meeting place for the Madisons	Fairfax Co., VA		✓	private			
Wren's Tavern site—stop for James Madison	Fairfax Co., VA		✓	private			
THE RESCUE OF THE NATIONAL DOCUMENTS							
Pimmit Run Mill site—former mill site that was a British target	Fairfax Co., VA	✓	✓	Public	✓		
Littlejohn House—private residence; home to the national documents for a day	Loudon Co., VA		✓	private			NR
Rokeby Manor—significant U.S. documents stored in basement vault	Loudon Co., VA		✓	private			NR
THE AMERICAN MOVEMENT TOWARD BALTIMORE							
Beall-Dawson House—site of American encampment during the retreat from Bladensburg	Montgomery Co., MD	✓	✓	private	✓		NR
Ellicott City—American forces passed through between Bladensburg and Baltimore	Howard Co., MD		✓	public/private	✓		
Rockville (Montgomery Courthouse)—rallying point for Winder; where President Madison missed his meeting with Winder	Montgomery Co., MD		✓	public/private	✓		
Snell's Bridge site—site along American retreat from Bladensburg	Montgomery Co., MD		✓	public			
Tenleytown—area where Winder's army stopped to rest	Montgomery Co., MD		✓	public/private	✓		
THE DEFENSE OF NORTH POINT & DEFENSE OF HAMPSTEAD HILL							
Aquila Randall Obelisk Monument—1817 monument on skirmish site	Baltimore Co., MD		✓	private			
Battle Ace—monument erected 1839–1917 to mark line of defense at Battle of North Point	Baltimore Co., MD	✓	✓	public	✓		
Gorsuch Farmhouse site—American headquarters prior to the Battle of North Point	Baltimore Co., MD		✓	private			
Hampstead Hill/Rodgers Bastion—line of earthworks erected to defend Baltimore	Baltimore City, MD		✓	public	✓		
Methodist Meeting House—site of British encampment	Baltimore Co., MD		✓	private			

RESOURCE NAME & SIGNIFICANCE	LOCATION	Currently Protected	Interpretation Potential	Public or Private Ownership	Public Access	Public Facilities (restrooms, parking, etc.)	NPS site, NHL
North Point Landing site—where British navy landed in Baltimore	Baltimore Co., MD		✓	public	✓	✓	
Ridgely House site—American lookout station	Baltimore Co., MD		✓	public			
Shaw House site—Major General Ross conducted a meeting here	Baltimore Co., MD		✓	public			
Sterret House—British encampment	Baltimore Co., MD		✓	private			
Todd's Inheritance—house used as an American signal station, burned by the British	Baltimore Co., MD	✓	✓	private	✓		NR
THE APPROACH UP THE PATAPSCO & DE FENSE OF FORT MCHENRY							
Battle Monument—first substantial war memorial built in U.S., 1815–1822	Baltimore City, MD	✓	✓	public	✓	✓	NR
Federal Hill—site of American battery and signal station	Baltimore City, MD	✓	✓	public	✓		
Fells Point—shipyards where "Baltimore Clippers" were built	Baltimore City, MD		✓	public/private	✓	✓	
Ferry Branch—site where ships were sunk to block British naval access	Baltimore City, MD			public	✓		
Ferry Point Redoubt Site—site of small redoubt	Baltimore City, MD		✓	private			
Fort Babcock site—6-gun battery near Fort McHenry	Baltimore City, MD		✓	private			
Fort Covington site—earthen-walled battery on west flank of Fort McHenry	Baltimore City, MD		✓	private			
Fort McHenry National Monument and Historic Shrine—star-shaped fort that was the location of primary defense of Baltimore	Baltimore City, MD	✓	✓	public	✓	✓	NHL, NPS site
Fort Wood—site of American battery overlooking Fort McHenry	Baltimore City, MD		✓	public	✓		
Francis Scott Key Monument—"Orpheus" at Fort McHenry	Baltimore City, MD	✓	✓	public	✓		
Lazaretto Battery—site where flotillas were based	Baltimore City, MD			private			
Maryland Historical Society—museum with War of 1812 room; were original Francis Scott Key poem is housed	Baltimore City, MD	✓	✓	public/private	✓	✓	
Star-Spangled Banner Flag House and 1812 Museum—1793 house where Mary Pickersgill made the Star-Spangled Banner	Baltimore City, MD	✓	✓	public/private	✓	✓	

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